

Bristol Development Framework

Core Strategy



Adopted June 2011



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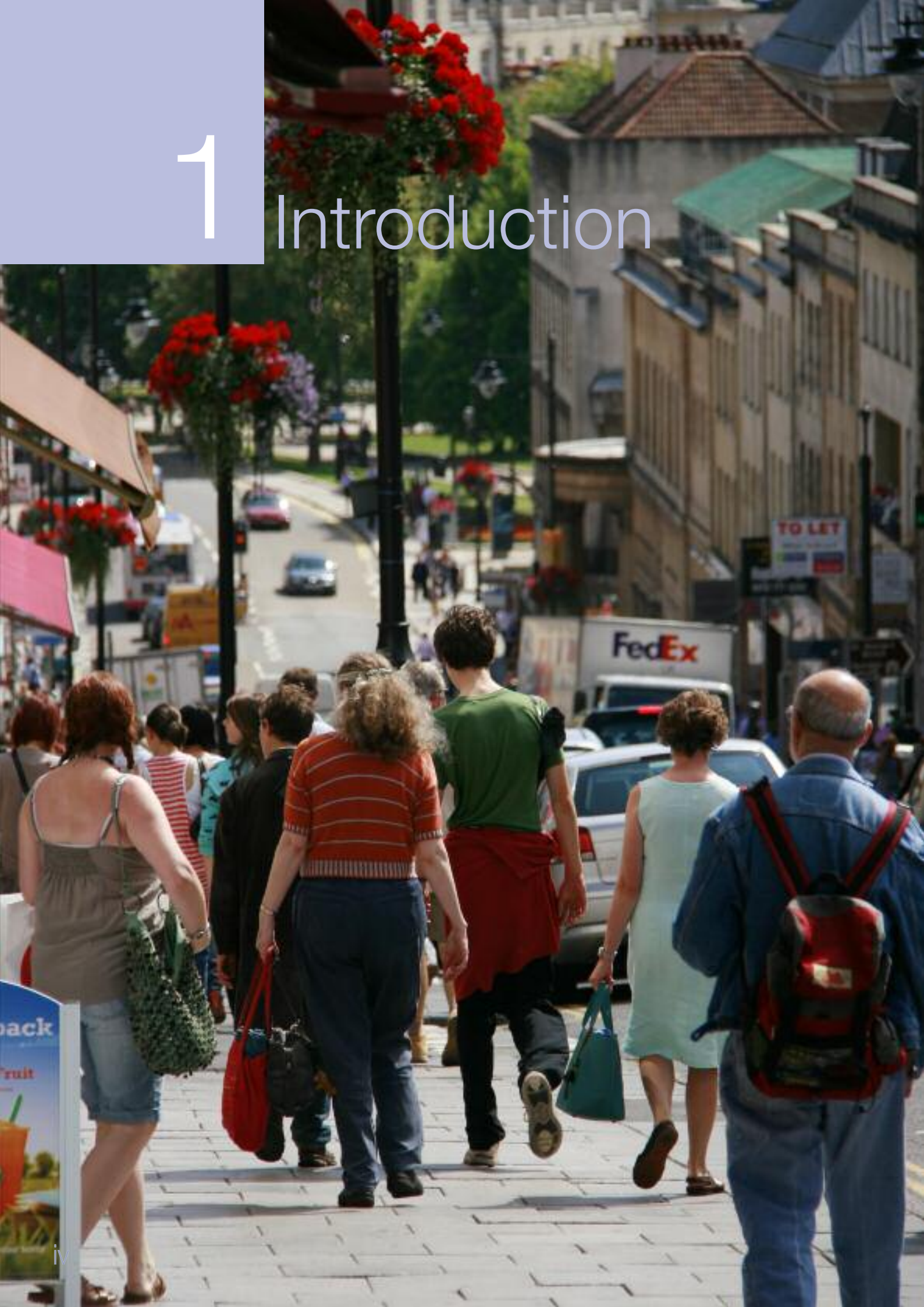
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1

Introduction



1. Introduction

The Bristol Development Framework

- 1.1 The City Council is preparing the Bristol Development Framework (BDF). The BDF is a series of documents which will eventually replace the Bristol Local Plan that was adopted in 1997.
- 1.2 The BDF will consider how the city will develop over the next 15 to 20 years. The BDF documents will form part of the statutory Development Plan for the city. The Development Plan is used to help direct a range of implementation plans and decisions on planning applications.
- 1.3 The new development plan making process means that not all documents of the BDF need to be prepared simultaneously. The series of documents that make up the BDF will be prepared over time. The Local Development Scheme sets out the details of the documents the council will prepare in the next few years and when each will be prepared.

Core Strategy

- 1.4 The Core Strategy is the primary document in the BDF. In summary, it sets out:
 - **Where we are now:**
The **Spatial Portrait** uses a wide evidence base of information, statistics, studies and community involvement to identify the city's main social, physical and economic characteristics and the key, strategic **issues** it faces.
 - **Where we would like to be:**
The **Spatial Vision** and **Strategic Objectives** look forward to 2026, setting out how we want the city and its neighbourhoods to have changed and developed.
 - **How we get there:**
The **Delivery Strategy** is the means of delivering the vision and objectives. It provides the following:
 - Spatial strategy – this contains the council's strategic policies for different parts of the city. It sets out the type, scale and broad location of where new homes, transport improvements, jobs, shops, open spaces and services will be located in the period to 2026.
 - Development principles – these are the council's policies to ensure new development addresses the key issues facing the city.
- 1.5 The Core Strategy does not set out site-specific proposals or allocations; instead it looks at the broad locations for delivering new development. Other BDF documents will include site allocations and detailed development management policies and will have to be in conformity with the policies contained in the Core Strategy. Appendix A sets out which policies of the adopted Local Plan are proposed to be replaced by the policies in the Core Strategy.

- 1.6 Appendix B briefly summarises the main stages in the preparation of the Core Strategy and provides information on community involvement, the sustainability appraisal process and equalities impact assessment.
- 1.7 The Core Strategy should be read as a whole along with the other BDF documents, including the Joint Waste Core Strategy which has been prepared by the four West of England authorities.
- 1.8 The Core Strategy will be implemented by the council working with its partners, through the planned investment of private and public resources and by proactively managing development through planning applications and related planning processes. Information about delivery and implementation is set out at the end of each policy

Future Documents

- 1.9 Key to the implementation of the Core Strategy will be a set of future local development documents which the Council is proposing to produce as parts of the Bristol Development Framework.
 - Site Allocations & Development Management DPD - the specific sites with development opportunities will be identified in this document. This DPD has already commenced and will be subject to further community involvement through 2011.
 - Bristol Central Area Action Plan - a detailed vision to reinforce the unique character and international reputation of the city centre will be published in this document. Work on this DPD, which has already commenced, will include looking at the character of the central area and the delivery of new homes and commercial, creative and leisure space. Consistent with the Core Strategy, the Plan will also seek to maintain and improve the role of the harbour and waterways, conserve the city centre's heritage, improve transport services and revitalise areas in need of change. This DPD will be subject to its first formal stages of community involvement through 2011.
- 1.10 To support the Core Strategy and the Site Allocations & Development Management DPD the Council is also proposing to produce six supplementary planning documents to be adopted during 2011. These will cover the following topics:
 - Urban design;
 - Mitigating and adapting to climate change;
 - Knowle West area regeneration;
 - Developer contributions;
 - Green infrastructure;
 - Housing type and mix.
- 1.11 In October 2009 the Council set up a system of local neighbourhood

committees with the aim of bringing decisions closer to communities. Neighbourhood committees may wish to consider how they bring a local dimension to the policy planning process as their work develops.

Supporting Documents and Strategies

- 1.12 The Core Strategy is a spatial plan which is informed by other plans and strategies and which helps support their delivery. A critical relationship is with the Joint Local Transport Plan which sets out specific proposals for delivery of transport schemes in the city. It also sets out the longer term transport vision for the sub-region.
- 1.13 The Core Strategy has also been prepared having regard to Bristol Partnership's Sustainable Community Strategy "the 20:20 plan"
- 1.14 The documents and strategies referred to in the Core Strategy are listed in Appendix D.

Minerals and Waste Planning

Minerals

- 1.15 The extensively built up character of Bristol provides no commercially attractive opportunities for mineral development and there is currently no active mineral extraction within the city.
- 1.16 In view of the lack of opportunities for mineral extraction in Bristol and in Bath and North East Somerset it has been agreed by the West of England Unitary Authorities that any apportionment for aggregate production should be shared between North Somerset and South Gloucestershire Council areas. This follows past patterns of apportionment set out in the Structure Plan for the West of England. It is not expected that Bristol will contribute to mineral production for the sub-region.
- 1.17 The Core Strategy does not include minerals policies as mineral extraction is not considered to be of strategic importance within the city. However, it is acknowledged that there are a number of detailed mineral related issues which require policy coverage. It is proposed that these be addressed in the council's Site Allocations & Development Management DPD and would include:
 - The designation of Mineral Safeguarding Areas, consistent with the requirements of Minerals Policy Statement 1, following the methodology set out in the British Geological Survey document "A Guide to Mineral Safeguarding in England." The aim would be to ensure that any surface coal resources in East and South Bristol and any other mineral resources which have the potential for future exploitation are safeguarded from non-mineral surface development and site allocations which may result in their sterilisation. Any proposed Mineral Safeguarding Areas would be subject to consultation and ultimately shown on the Proposals Map.
 - A policy to take account of the need to address land instability arising

from former mineral workings, associated mining legacy/hazards and the suitability of the restoration proposals undertaken, as required by Planning Policy Guidance Note 14 and Minerals Policy Statement 1, to ensure public safety and to prevent unnecessary expenditure falling on the public purse.

- A policy to state the criteria to be used in assessing mineral proposals and in formulating conditions.
- Criteria built into the site allocation methodology to ensure that the impact of mineral sterilisation and ground conditions, including mining legacy that arises, are properly considered in the site selection process with any necessary remediation measures then identified in the Site Allocations & Development Management DPD.

1.18 Until new policies are adopted in the Site Allocations & Development Management DPD, development proposals in the surface coal areas of South and East Bristol will be considered in the light of:

- the potential for prior extraction of coal and the need to avoid unnecessary sterilisation; and
- potential ground instability associated with historic mining and the need for related remedial measures

1.19 The general extent of coal resource areas and of legacy areas is shown in the diagrams in Appendix E.

Waste

1.20 The four Unitary Authorities within the West of England have prepared a Joint Waste Core Strategy (JWCS) which will form part of the development plan for Bristol. As advised in PPS12, the JWCS sets out the strategic spatial planning policy for the provision of waste infrastructure across the plan area. It sets out the Authorities' aspirations for all levels of waste management until 2026: prevention, reuse; recovery and disposal.

1.21 The JWCS contains policies to direct the development of non-residual waste treatment development (that involving recycling, composting, storage and transfer of wastes) and for the disposal of waste. To enable consistency across the plan area the JWCS also provides a development management policy that is relevant to waste development proposals. This will be considered alongside each Authority's other development management policies.

2 Issues and Challenges



2. Issues and Challenges

Portrait of Bristol

- 2.1 The strategy for the future development of the city is based on an understanding of the characteristics that make Bristol what it is. The spatial portrait describes some of the features that give the city its unique character.
- 2.2 Bristol is one of the eight core cities in England. It is the largest city in the South West region. The City Council's administrative area covers approximately 110km² with an estimated population of 421,300.
- 2.3 Diagram 2.1 at the end of this section shows the city's administrative area and electoral wards.



Bristol's people

- 2.4 If recent trends continue, Bristol's population is projected to grow by 26% between 2006 and 2026 to 519,800. Compared to the rest of the region, the population profile of Bristol is relatively young, with more children aged under 16 than people of pensionable age. At an estimated 49,700 (11.9%) Bristol has the largest black and minority ethnic population of all local authorities in the South West. This population is not evenly distributed; the inner city wards of Lawrence Hill, Ashley and Easton have the highest percentage residents from those groups.
- 2.5 The total number of students at Bristol's two main universities – University of Bristol and University of the West of England – has risen substantially since 2001 from 45,600 to 52,400 students. 34.5% of working age people in Bristol are educated to degree level compared with the national average of 29%. However, there are some parts of Bristol which are in the most deprived 10% nationally for education, skills and training deprivation, with particular concentrations in South Bristol wards.
- 2.6 Overall recorded crime levels have been falling in recent years and, as of March 2009, the crime rate in Bristol was at a ten year low. Bristol contains some areas of socioeconomic deprivation which are amongst some of the most deprived areas in the country yet are adjacent to some of the least deprived. Levels of educational attainment in Bristol's schools are generally lower than comparable cities. However, recent results show





continuing sustained improvement on the majority of indicators across all key stages.

Bristol's places

- 2.7 The city is set within a distinctive landscape defined by the valleys of the Rivers Avon, Frome, Trym and Malago, the flood plain of the Severn Estuary, the Dundry slopes and areas of countryside surrounding the city. Bristol's rich heritage includes the city centre's medieval core and Georgian parts of Clifton, Hotwells, Kingsdown and St Paul's. The historic Floating Harbour, along with the Avon New Cut and the Feeder Canal, is a unique feature which has defined the development of the city centre and will continue to shape this part of the city.
- 2.8 There are high-density Victorian neighbourhoods adjacent to the city centre such as Bedminster, Easton and Southville. Places such as Bishopsworth, Brislington, Henbury, Stapleton and Westbury-on-Trym – once outlying villages which have been subsumed by the city – also have their own identity, with some retaining important historic and village-like character. Large, mostly low density inter-war and post-war housing estates are also found in outer parts of the city such as Hartcliffe, Inns Court, Knowle, Southmead and Withywood.



- 2.9 The city has numerous parks and open spaces, ranging from large multi-functional areas like Durdham and Clifton Downs to historic squares and local parks and playgrounds. Bristol has a diverse network of centres providing shopping, services and employment of varying sizes. These include the city centre which provides regional-scale shopping facilities and many cultural, arts and leisure amenities.

Bristol's transport

- 2.10 Although below the South West average (65%), the majority of employed people in Bristol (57%) travel to work by car. Traffic congestion and journey time unreliability make Bristol one of the most congested cities in Britain. However, 28.8% of households in Bristol have no access to a car, a figure similar to national levels but lower than the other core cities. There has been a significant increase in walking and cycling trips in Bristol in recent years and it is estimated that they now account for over 25% of all commuter journeys.



Greater Bristol was awarded Cycle City status in 2008.

- 2.11 The city's major mainline railway station is Temple Meads supported by several suburban railway stations located on the main routes and on the Severn Beach line. Inter-city coach services also serve Bristol from a central bus station at Marlborough Street. Bristol has an extensive bus network serving the city and its surrounding areas. Ferry services provide connections across and along the Floating Harbour. Large numbers of taxis also operate in the city contributing to tourism and business as well as residents' transport options.
- 2.12 Bristol Airport is located about 10 miles to the south of Bristol in North Somerset. It is the United Kingdom's ninth busiest airport and provides scheduled and chartered services to domestic and international destinations.



Bristol's homes

- 2.13 The affordability of home ownership has decreased in Bristol over the last ten years. In 2008 the average property price in the city was more than seven times that of annual gross average earnings. The Strategic Housing Market Assessment estimates a net annual requirement for approximately 1,500 new affordable homes to be provided in Bristol over the next 12 years to address demand and affordability issues.
- 2.14 Owner occupation in Bristol is lower than the South West and national averages whereas renting from the local authority and privately is higher. Local authority housing is mainly focused in inner city areas and on the outlying housing estates such as Hartcliffe, Withywood, Knowle West, Southmead, Lockleaze, Lawrence Weston and Henbury. Private renting is concentrated in the central and central west wards of Clifton, Clifton East, Cabot, Cotham and Redland.
- 2.15 The proportion of detached housing in the city (found particularly in Stoke Bishop and Henleaze wards) is much lower than the South West average. The proportion of terraced housing (found particularly in the inner suburbs) and flats or converted houses (found particularly in the city centre and in Clifton and Cotham wards) is much higher than the South West average.





Bristol's economy

- 2.16 Bristol's economy has performed well in the last ten to fifteen years. In 2006 its Gross Value Added (GVA) per head was some 30% above the national average. The city has a varied economic base. The city centre is the largest employment area in the sub-region providing approximately 109,500 jobs (2007). It is the South West's office capital and a nationally important location for banking, insurance and professional services. Significant public sector employment is provided by employers such as the NHS, Bristol's university and government agencies.
- 2.17 The city's industrial areas also contribute to Bristol's economic diversity. The two largest industrial locations are found in St Philips Marsh area to the east of the city centre and Avonmouth, where Bristol Port has also experienced recent significant growth. Bristol's unemployment rate of 5.3% in 2009 was lower than the national rate (6.2%). Nevertheless relatively high levels of economic exclusion persist particularly in certain parts of South Bristol, the Inner East and the Northern Arc.



Bristol's environment

- 2.18 The city has a fine built environment heritage including 33 conservation areas, 73 historic parks and gardens, numerous archaeological remains and over 4,000 listed buildings. Bristol has more green spaces than any other British city and a wealth of urban wildlife. It has over 80 designated wildlife sites in the city ranging from the nature park on Brandon Hill to the internationally important Avon Gorge. In 2008 Bristol was chosen as the only city in the UK to be short-listed for the European Green Capital Award.
- 2.19 Bristol collects around 180,000 tonnes of municipal waste each year. Between 2006 and 2009 the amount of household rubbish recycled has increased from 18.5% to 37%. Air Quality Management Areas have been established covering central Bristol and major arterial roads to monitor air quality in these locations where air quality objectives are not consistently met.

Bristol and its neighbours

- 2.20 Bristol is situated at the heart of the West of England sub-region and has close links with its neighbouring unitary authorities: Bath and North East Somerset, North Somerset and South Gloucestershire Councils. One of the key inter-relationships is the strong transport and economic linkages between Bristol and South Gloucestershire. For example, the “North Fringe” experienced rapid employment and retail growth in the 1990s and is now one of the largest employment areas in the sub-region. However, a lack of public transport infrastructure has resulted in significant road traffic congestion problems. Furthermore, it is also evident that a number of relatively deprived north Bristol communities have not benefited from this growth in employment opportunities.



National Context

- 2.21 The Core Strategy has been prepared having regard to national planning policy set out in planning policy guidance notes and planning policy statements. The Core Strategy policies do not repeat national policies, but reflect their objectives.



Identifying the Issues

- 2.22 The unique characteristics of Bristol create specific issues, opportunities and problems for the future, which are addressed by the Core Strategy and BDF.
- 2.23 The understanding of the city, on which the Core Strategy is based, is informed by the Bristol Development Framework’s evidence base. This includes a considerable amount of census and statistical information as well as a wide range of reports, plans and studies which have been undertaken. The key evidence sources include:
- Bristol Development Framework Core Strategy Spatial Atlas (July 2007)
 - Bristol Annual Monitoring Report (published annually)
 - Transport modelling





- West of England Joint Local Transport Plan 2005/6 - 2010/11 (March 2006)
 - Greater Bristol Strategic Transport Study Final Report (June 2006)
 - Greater Bristol Strategic Transport Study Spatial Scenarios 1-3 and accompanying report (April 2007)
- Bristol Citywide Sustainable Energy Study (June 2009)
- Bristol Residential Development Survey (published annually)
- Strategic Housing Land Availability Assessment
- Strategic Housing Market Assessment (June 2009)
- Housing viability assessments
 - Interim Bristol Site Viability Assessment undertaken by BNP Paribas (formerly Atisreal) (June 2008)
 - Bristol Viability Assessment (November 2009)
- West of England Gypsy and Traveller Accommodation (and other needs) Assessment (October 2007)
- Bristol Business Development Survey (published annually)
- Bristol Development Framework Employment Land Study (February 2009)
- Strategic Flood Risk Assessment (November 2009)
- Strategic Flood Risk Assessment - Avonmouth/Sevenside (January 2007)
- Bristol's Parks and Green Spaces Strategy (February 2008)
- Bristol Citywide Retail Study (June 2007)
- Bristol Historic Environment Record
- Conservation Area Character Appraisals
- Indicators of Quality of the Life in Bristol (published annually)

- Joint Strategic Needs Assessment of Health and Wellbeing in Bristol
- Bristol Infrastructure Delivery Programme (November 2009)
- Responding to Infrastructure Delivery and Planning Issues in the West of England (October 2009)



2.24 This statistical and technical understanding of the city is supported by the views and knowledge of local residents and stakeholders which have been gathered through continuous involvement in the production of the core strategy.

2.25 Full details of Bristol Development Framework evidence base documents can be found on the council's web site.

2.26 The following issues provide the basis and context for the development of the Core Strategy vision and objectives and its delivery strategy.



Overarching issue:

Ensuring a sustainable future for Bristol

Social issues:

1. Having enough homes to meet current and projected population need, with a wider range of unit sizes and tenure type, including affordable homes, particularly where there is inadequate provision and high demand.
2. Ensuring the provision of high quality and successful local services, facilities and centres and enabling vulnerable and at risk centres to thrive through protection of existing and future development opportunities.
3. Providing the environment for healthier living and addressing social and health inequalities in South Bristol, the Inner East area and the Northern Arc.
4. Enabling the provision of a high quality accessible education service throughout Bristol.





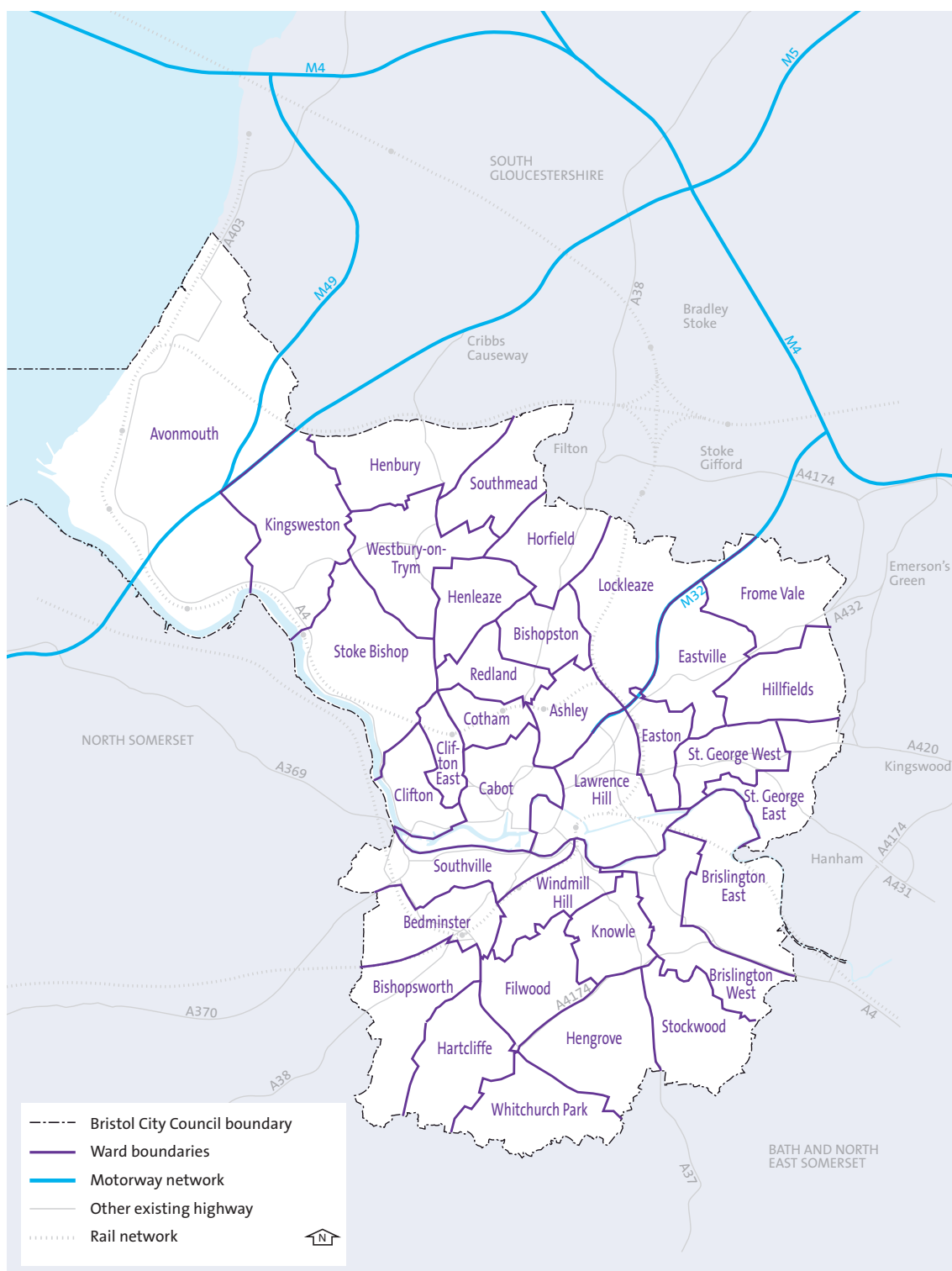
Economic issues:

5. Providing for the land use demands of a thriving economy whilst balancing the competing demands on land for housing, employment and social and physical infrastructure.
6. Providing employment opportunities where there is particular need for a wider choice of employment.
7. Improving transport movement and accessibility to employment and community facilities throughout Bristol, with particular need to improve public transport linkages within and between communities in the Lockleaze area and in South Bristol within the Hartcliffe, Hengrove, Knowle and Whitchurch areas, and to ease congestion in the centre.
8. Enabling development in leisure, sport, culture and tourism within existing communities and in new development to give greater opportunity for locally based activities thereby reducing the need to travel.
9. Promoting regeneration and renewal initiatives across the city but focusing initially on those areas in priority need.

Environment / physical issues:

10. Protecting and enhancing Bristol's built and historic environment, ensuring high quality sustainable urban design and construction and attractive and better places and spaces throughout the city.
11. Protecting and enhancing the natural environment and ensuring best use is made of open spaces to meet the needs of residents and employees in the city.
12. Mitigating the causes of climate change and adapting to the effects of climate change, particularly the potential for flooding in the city centre and Avonmouth.
13. Reducing pollution throughout the city and improving air and water quality, noise and light pollution particularly in the inner city and within the Air Quality Management Areas.
14. Supporting strategic and local sustainable waste management solutions and enabling minimisation of waste at source.
15. Reducing the opportunity for crime.

Diagram 2.1: Ward map of Bristol



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3

Spatial Vision and Objectives

Our city in 2026

Our aspiration for Bristol is to be a leading European city for innovative industry, enterprise, culture, environmental quality, lifestyle and urban design, reinforcing its status as a European Science City and Green Capital. We want to keep, improve and add to the special physical character of Bristol as a place, because it not only makes Bristol a great city to live in, but also because it makes Bristol attractive for investment in the industries of the future.

We want to embrace the opportunities for change and regeneration which exist in all parts of the city - with a focus on South Bristol, Inner East Bristol, the Northern Arc and at Avonmouth - to improve people's lives in those areas and to foster the progress of the whole city. In our city centre we wish to promote the potential for new homes and commercial, creative and leisure space, conserving the centre's architectural heritage, improving the role of its waterways, revitalising areas in need of change and creating transport services fit for a dynamic, green and economically-competitive city. Specific plans will be brought forward in the near future to help deliver these aims.

Bristol will be a city of sustainable communities that combine housing, employment, retail, education, training and leisure functions, all linked by a strong public transport network. In order to tackle congestion and air pollution, our overarching vision is for a less car dependent city and an emphasis on walking, cycling, buses, rapid transit and rail. New detailed transport plans will be brought forward to develop this vision through to delivery.

Our goal is to build a low carbon economy in Bristol, across homes, business and transport, rising to the challenge of climate change and peak oil and adapting to their consequences. Renewable and low carbon energy sources and district power and heating systems will contribute to this aim. New development will be built to very high environmental standards. Our new homes will be designed to high levels of efficiency and be low carbon in their construction, design and day to day use. We will have digitally-connected city with next generation broadband provided as the standard.

We will support our growing population through the building of new homes. We want to meet the needs of our diverse communities by making sure the new homes are a positive mix of sizes, types, and tenures.

To maintain open spaces we want new homes to be built to relatively high densities, but with plenty of scope for diversity and innovation in design. We will aim for a city with ample and high-quality green open spaces and public realm with new green links and enhanced public access throughout. We will protect, where within our control, the Green Belt that surrounds our city to keep open countryside within reach of all who live here.

Spatial Vision for Bristol

- 3.1 Core Strategies include an overall vision which sets out how the area and places within it should develop. The spatial vision for the Bristol Core Strategy is based on the characteristics of the city which were summarised in the previous section. It responds to the key issues which have been identified from the evidence base and community involvement in preparing the document and reflects the council's aspirations for Bristol – "Our City in 2026". The spatial vision also builds on the Bristol Partnership's Sustainable Community Strategy, "The 20:20 plan – Bristol's Sustainable City Strategy". The 20:20 plan has a vision for Bristol to become one of the 20 most successful and sustainable cities in Europe. The aims, challenges and opportunities identified in the plan are:

The 20:20 plan – Bristol's Sustainable City Strategy

Aims

1. Reduce Health & Wealth Inequality
2. Raising the aspiration and achievement of our children, young people and families
3. Making our Prosperity Sustainable
4. A city of Strong and Safe Communities

Challenges

- Climate change
- Regeneration and Affordable Housing
- Transport and Digital Connectivity

Opportunity

- Culture & Creativity

- 3.2 To help implement the high level aims set out in sustainable community strategy and to address the challenges and opportunities, the Bristol Core Strategy aims to deliver:



A prosperous, cohesive and sustainable city, a regional and green capital which is a great place to live.



A safe and healthy city made up of thriving neighbourhoods with a high quality of life.



A city with sustainable economic and housing growth.



An accessible and digitally connected city with a transport system which meets its needs.



A city which reduces its carbon emissions and addresses the challenges of climate change.

- 3.3 This citywide prospect leads to a vision for the areas within the city and for the forms of development which will be delivered in the years up to 2026.



A transformed South Bristol

South Bristol will be developed as a counterpoint to the rapidly developing north, and transformed through a comprehensive approach to social economic and physical regeneration, together with significant new employment uses, including offices, new homes and a potential new centre.

- It will contain major new leisure, employment, education and community hospital development at Hengrove Park.
- There will be regeneration of areas and place shaping focused on Knowle West and Hengrove.
- Skills, training, employment and educational attainment levels will be improved enhancing the quality of life of the area's residents.

A growing city centre

The **city centre** will grow; its regional, national and international role will be strengthened. Building on the success of Cabot Circus and Broadmead improvements, the city centre will enhance its status as the foremost shopping and entertainment centre in the South West.

- The city centre will be a focus for the city's improved transport systems, containing hubs to maximise connectivity and convenience for transport users.
- Its role as the region's office capital will be enhanced as the location for some of the city's key and most vibrant economic sectors.
- To accommodate growth the city centre's boundaries will expand to take in St. Philip's north of the Feeder, the former diesel depot site on Bath Road and the Newfoundland Street area.
- Successful and vibrant mixed-use city centre environments will be delivered which provide for safe and mixed residential communities integrated with businesses, shops, leisure and open spaces.
- The city centre will have an enhanced cultural and tourism offer for residents and visitors with new regionally-important facilities complementing the city's established venues and facilities.



Regeneration in North and Inner East Bristol

Targeted regeneration and renewal will take place in the **Northern Arc** and **Inner East** areas, to extend social cohesion and integration and improve health and wellbeing throughout the city.

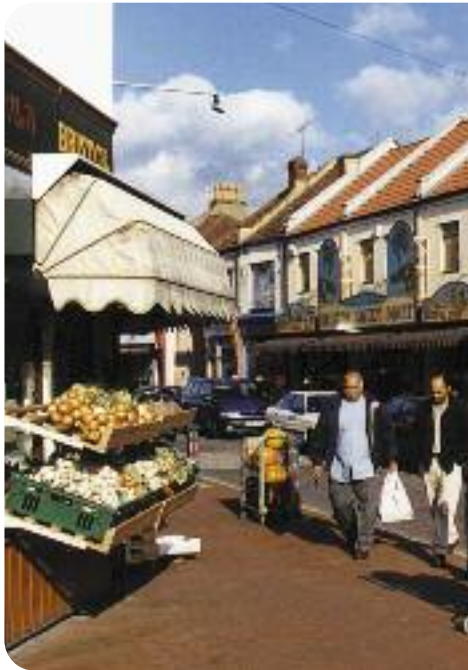
- The social and economic diversity and vibrancy of the Inner East area of Bristol will be reinforced.
- Opportunities for community based regeneration projects will be progressed across the Northern Arc area.
- A new super-hospital serving the city will be built at Southmead.
- The employment, income, education and skills deprivation faced in these areas will be reduced.



Balancing industrial renewal with environmental protection at Avonmouth

Avonmouth will maintain its status as a regionally important industrial and warehousing business location

- The key economic sectors of environmental technologies, distribution and logistics, advanced engineering and aerospace and manufacturing will be encouraged.
- There will be an expanded role for the Port.
- Development will be carefully managed to avoid increased flood risk.
- Internationally important biodiversity will be safeguarded.



Supporting Bristol's centres as the hearts of their communities

The city's network of **centres** will be strengthened and revitalised by directing new homes, jobs and services to them.

- Development in centres will be supported by improved transport routes and services.
- Centres will contain a diverse range of uses serving their communities.

Delivering a thriving economy across Bristol

Bristol's **economy** will continue to grow to secure the city's position as a high performing core city through supporting additional accessible employment opportunities, jobs and increasing skills and educational attainment.

- Bristol's diverse economic sectors will thrive.
- Land for industrial and warehousing employment will be available across the city, with a particular focus at Avonmouth.
- New offices to support growth sectors will be developed in the city centre, South Bristol and at centres across the city.





A city of sustainable travel

Transport and development proposals will be integrated, with improved accessibility throughout Bristol. The **transport** vision for the West of England will be delivered.

- New Showcase bus routes will serve wide areas of the city.
- A system of rapid transit will be implemented to serve the city and support its areas of growth and regeneration.
- Cycle and pedestrian facilities will be developed to contribute to reducing car dependence and encouraging active lifestyles.
- Rail services will be improved.



Maintaining and improving a network of green infrastructure

A network of **valuable open spaces, green infrastructure and wildlife habitats** will be maintained and improved throughout the city.

- Green Belt areas on the city fringes will be maintained to safeguard Bristol's attractive setting.
- Green infrastructure will be built into new developments across the city, providing new opportunities for physical activity, sports, active play and food growing.
- Open spaces available to all will be improved.



Sustainable communities and high quality urban design

Development will promote the **creation of sustainable communities** of exceptional urban design, giving priority to brownfield development and making efficient use of the city's scarce land resources. Some areas of open land will be brought forward for essential development, with local communities involved in making the choices.

- High quality design will be an essential part of all new development in the city to support quality of life and the attraction of the city to businesses and visitors.
- The city's abundant heritage assets will be conserved and its rich historic environments will help shape and inspire new forms of development.
- The historic environment will add value to regeneration and facilitate local economic growth, remaining a source of local pride and a valuable educational resource.



Housing to meet local needs

Provision of a **mix of homes**, together with social infrastructure, will aim to help stabilise housing affordability and help meet the needs of a growing and changing population.

- Much needed affordable housing will be delivered as part of mixed developments.
- New homes will be adaptable and of a type, design and size fit to meet future needs.

Tackling climate change

Bristol will be a leader in **mitigating and adapting to climate change**, implementing low-carbon approaches to development.

- The city's potential to secure use of energy from renewable and low-carbon sources will be realised.
- New homes and businesses will be built to high standards of environmental performance.



Objectives

3.4 The vision of the Core Strategy leads to eleven strategic objectives for development which are set out below. They have been produced in consultation with the community and stakeholders. Each policy in the next section – the Delivery Strategy - addresses one or more of the objectives and so contributes to bringing the spatial vision into reality.

1. **Ensuring a sustainable future for Bristol** - a green capital with sustainable development and growth which meets the needs of the city, now and into the future.
2. **Mixed, balanced and sustainable communities** - throughout the city, where places are shared and communities mixed, that are good places for communities to live in and are socially cohesive, and where there is easy access including by walking and cycling to local community and health services, shops, culture and leisure facilities, employment, education and skills training in a high quality environment.
3. **Ambitious and sustainable economic growth** - a thriving and diverse local economy, maintaining the economic growth of Bristol above the regional and national level of economic growth and ensuring continued competitiveness as a core city. Development and regeneration will take place at accessible and sustainable locations throughout the city providing new employment and training opportunities.
4. **Appropriate housing provision** - providing new homes for the city within mixed, balanced and sustainable communities. This housing will comprise an appropriate mix to promote housing choice for all members of the community including the provision of affordable homes to help meet the needs of the population of Bristol in 2026.
5. **Better health and wellbeing** - a pattern of development and urban design that promotes good health and wellbeing and provides good places and communities to live in. Bristol will have open space and green infrastructure, high quality healthcare, leisure, sport, culture and tourism facilities which are accessible by walking, cycling and public transport. This will help enable active lifestyles, improve quality of life and reduce pollution.
6. **High quality built environment** - highly attractive and safe places, with a high quality well designed built environment. A core city with a destination status of international standing, with quality development throughout and good places and communities to live in.
7. **High quality natural environment** - a high quality natural environment where valued open spaces and biodiversity are conserved and enhanced and a green infrastructure network is maintained.
8. **Improved accessibility and connectivity** - improved accessibility and connectivity to and between centres and within the city, to key services

and places of work and recreation, with improved quality of life, for residents, businesses and visitors alike. Residents and workers will have a reduced need to travel. Congestion will be managed, public transport and walking and cycling provision improved and streets, pedestrian areas and spaces will be safe.

9. **Effective waste management** - sufficient sites for the delivery of sustainable waste management facilities and to have enabled the minimisation of waste in new development.
10. **Adapting to climate change and promotion of renewable energy** - addressing the causes of climate change through the delivery of sustainable construction methods and renewable energy production. Development in Bristol will take into account the impact of climate change including the increased risk of flooding.
11. **Community involvement and engagement** - communities actively engaged in the planning process through implementation of measures outlined in the Statement of Community Involvement and the Bristol Compact.

- 3.5. Appendix C summarises the links between the identified issues, the key elements of the spatial vision, the objectives and the policies in the delivery strategy.



4 Delivery Strategy

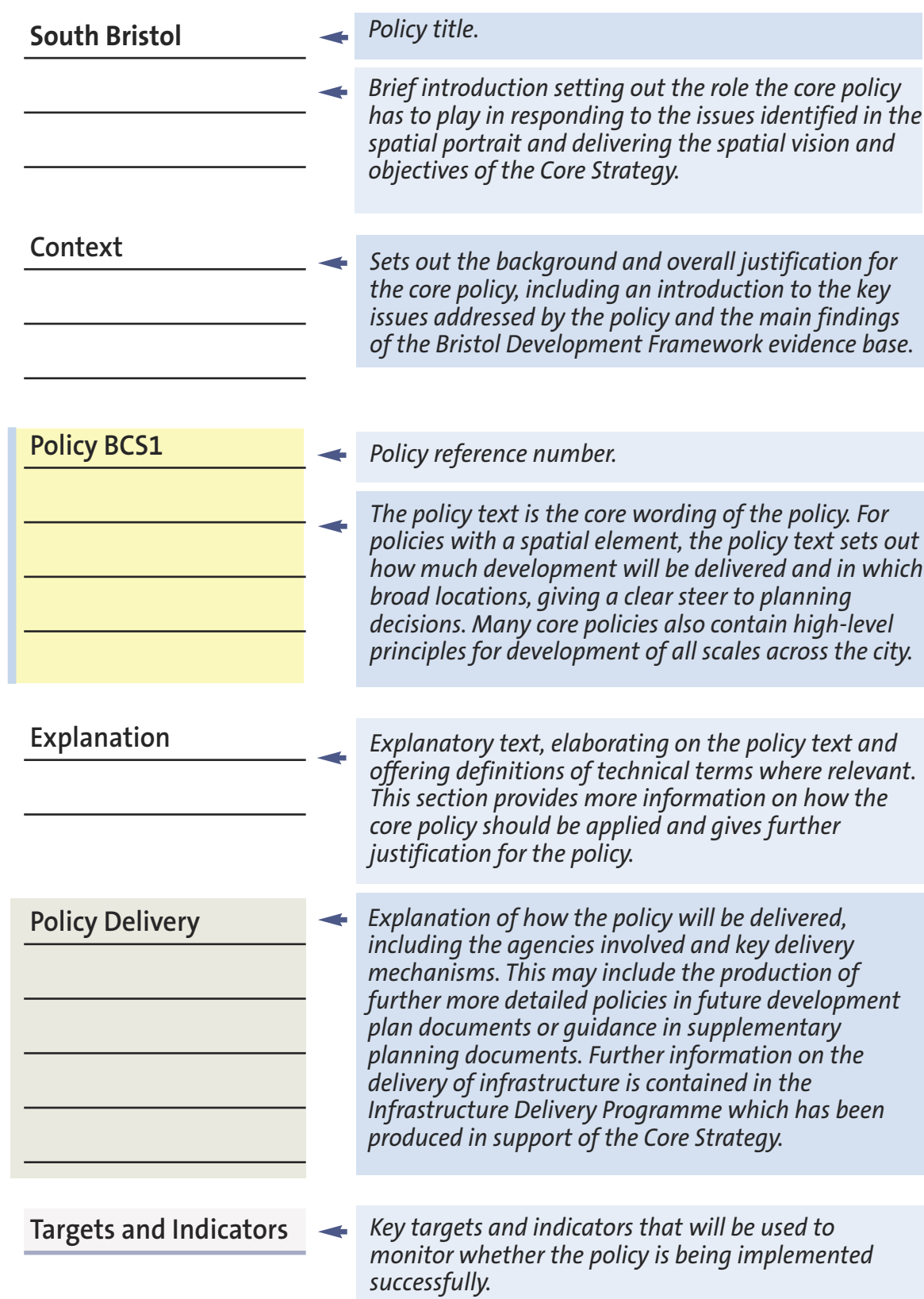


4. Delivery Strategy

- 4.1 The Delivery Strategy is the means of delivering the spatial vision and strategic objectives. It provides:
- Spatial strategy – this contains the council's strategic policies for different parts of the city. It sets out the type, scale and broad location of where new homes, transport improvements, jobs, shops, open spaces and services will be located in the period to 2026. There is key diagram illustrating the spatial strategy at the end of this document.
 - Development principles – these are the council's policies to ensure new development addresses the key issues facing the city.
- 4.2 The delivery strategy is set out in 23 policies. Diagram 4.1 overleaf explains how they are structured, showing the role of each element of the policy.
- 4.3 The **spatial strategy** and the **development principles** work together as a holistic approach. Priority areas for change are set out in Policies BCS 1 to 4 which cover South Bristol, the city centre, the regeneration areas of the Northern Arc and Inner East, and Avonmouth & Bristol Port. The approaches to housing provision, transport, centres and retailing and a thriving economy apply across the city including those other areas of Bristol not covered by policies BCS1 to 4. The green infrastructure policy applies to the whole city and includes an identified strategic green infrastructure network. The role of the Green Belt at the edge of the city is explained in Policy BCS6.
- 4.4 The Key Diagram at the end of this plan illustrates the Core Strategy.



Diagram 4.1: How the Delivery Strategy policies are structured



Spatial Strategy

South Bristol

- 4.1.1 A key element of the spatial strategy for the city is the priority given to regeneration of South Bristol to include additional mixed-use development with supporting infrastructure. This approach received support during public engagement on the emerging strategy and reflects the priorities of local partnerships and regional agencies.
- 4.1.2 The regeneration of South Bristol, which has already commenced, will not occur in isolation but is part of the integrated spatial strategy for the city. For example, improvements to transport will enable greater access to new employment created in the city centre.
- 4.1.3 The policy contributes to meeting objectives 2, 3, 5 and 8 of the Core Strategy and responds to issues 1, 2, 3, 4, 6, 7, 8 and 9.

Context

- 4.1.4 South Bristol combines a concentration of social needs with substantial opportunities for development and renewal. Parts of the area experience concentrations of deprivation in terms of income, employment, health, education, housing, environment and crime. There are substantial opportunities for development in the Hengrove Park area, where the new South Bristol Community Hospital and the City of Bristol Skills Academy will be located. The area has good links to the city centre and improved transport links are planned.
- 4.1.5 The revitalisation of South Bristol will help address imbalances in employment opportunities and travel to work patterns across the city which have arisen following extensive development on the north fringe of the Bristol urban area. The new sources of employment that are planned for South Bristol will increase the number of job opportunities, especially high value added jobs, available to residents in the south of the city.
- 4.1.6 Parts of South Bristol are characterised by large areas of homes of a single tenure type. The new homes to be developed in the area will include a variety of types and tenures which will contribute to the development of balanced and sustainable communities.
- 4.1.7 The Bristol Citywide Retail Study (June 2007) recommended the identification of two town centres in South Bristol, two district centres and nine local centres. The study also noted that there was a scarcity of shopping centres in the area. Policy BCS1 addresses that scarcity by highlighting the opportunity for a potential new centre to serve the area.

Policy BCS1

South Bristol will be a priority focus for development and comprehensive regeneration. Development will be for a mix of uses to include:

- Around 60,000m² of net additional office floorspace focused on centres and the major regeneration areas;
- Up to 10 hectares of new industrial and warehousing land focused on the major regeneration areas;
- The provision of around 8,000 new homes of a mix of type, size and tenure.

Development will occur across South Bristol with major regeneration particularly focused on the area at Knowle West and Hengrove Park. Regeneration in this area will require redevelopment of poor quality urban form in some locations to support the creation of higher quality environments.

Development in South Bristol will primarily occur on previously developed land. However, the delivery of new homes and regeneration will require the planned release of some open space sites which do not need to be retained as part of the area's green infrastructure provision.

Development will be supported by a range of improvements to key public services and infrastructure which will include provision of:

- Community hospital, Skills Academy, Healthplex, leisure facilities and outdoor recreation located at Hengrove Park;
- Improvements in the quality of open space and to the green infrastructure network as a whole.

A new centre, either on a new site or at an enhanced existing centre, may be appropriate to serve the Knowle West area, acting as a new focus in the area and helping to improve provision of shops, services, employment and community facilities.

Major improvements to transport infrastructure will be made to enhance links between existing communities within South Bristol, and between South Bristol, the city centre and the north of the city. Improvements will have an emphasis on pedestrian, cycling and public transport facilities and will include:

- Rapid transit routes connecting Hengrove with the north fringe of the Bristol urban area via the city centre;
- Extended Showcase bus corridors on the A37 and A4;
- Reshaped pattern of roads and junctions to improve accessibility, connectivity and urban form and to reduce severance within South Bristol;
- Safe routes for pedestrians and cyclists; and
- Essential transport links and improvements.

Explanation

- 4.1.8 An inset of the key diagram accompanying this policy illustrates the approach to South Bristol and broadly indicates the major focal points for development and regeneration.
- 4.1.9 The approach to loss and retention of existing open space is dealt with in Policy BCS9 Green Infrastructure.
- 4.1.10 Filwood Broadway is identified as a local centre in Policy BCS7. Its future role will be addressed in the Knowle West Regeneration Framework.
- 4.1.11 There is potential for around 2,200 homes to arise in regeneration sites at Knowle West. This potential has not been included in the 8,000 homes identified in policy BCS1. However, this level of development would be consistent with the spatial strategy and would represent an acceptable additional level of supply if brought forward during the plan period.
- 4.1.12 The Key Diagram indicates a potential new transport link between the Hartcliffe Roundabout and the A38 and A370. There has been public consultation on improved access to South Bristol along this route which included consideration of alternative transport solutions as well as road based options. A Park and Ride facility outside Bristol on the A37 is also under consideration.
- 4.1.13 At the start of the plan period in 2006 there was around 40,000 m² of net additional office floorspace in South Bristol with planning permission. Policy BCS1 proposes that a further 60,000 m² of net additional floorspace is provided in the period to 2026.



Policy Delivery

The development management process will assist in implementing the policy. Decisions will be guided by this policy, by the Site Allocations & Development Management DPD and by future supplementary planning documents.

The Site Allocations & Development Management DPD will identify specific sites for protection or development including sites for mixed-use development comprising housing, employment, community infrastructure and green infrastructure.

Employment

The proposed land for industry and warehousing will be allocated for development in the Site Allocations & Development Management DPD and developed by the private sector.

Office development will be delivered in partnership with the private sector as part of major regeneration projects and may comprise an element of development in the potential new centre.

Housing

New residential development will occur at locations across South Bristol, with particular concentrations at Knowle West, Hengrove Park and the Hartcliffe campus. Policy BCS5 sets out the Core Strategy's overall approach to housing delivery.

Housing type and tenure is addressed in Policy BCS17 and Policy BCS18. Housing development will be for a mix of private market and affordable homes and include a range of tenures including shared ownership.

Green infrastructure and development on open space

Policy BCS9 sets out the approach to green infrastructure including approaches to loss of open space.

Transport

Policy BCS10 deals with the delivery of transport infrastructure and shows how the elements serving South Bristol will be delivered.

Partnership working

The Council will work with a range of partners to secure delivery of this policy including the Homes and Communities Agency and the South West Regional Development Agency.

Working with the South West Regional Development Agency, the council will also utilise investment from the European Development Fund's Urban Enterprise Strategic Investment Framework (2007-2013) to help stimulate enterprise and strengthen start-ups, micro and small and medium sized enterprises.

Working with partners such as Job Centre Plus, the Skills Funding Agency and Young People's Learning Agency and local community-based agencies, the council will continue to focus its efforts on supporting unemployed people in these areas in taking the next step into employment, education or training. This includes helping people benefit from the employment opportunities offered by new developments.

Delivery of major projects and regeneration

The Knowle West Regeneration Framework is in preparation and will plan for the future of Knowle West and guide investment over the next 20 years. It will outline how the area can significantly improve from new development, boost the local economy and be revitalised. A supplementary planning document guiding the development of the Knowle West area will be produced.

Ongoing liaison with the Hartcliffe and Withywood Community Partnership, Community in Partnership in Knowle West and relevant Neighbourhood Partnerships will help to identify and inform future regeneration initiatives.

Hengrove Park is the largest regeneration site within the city of Bristol (76 hectares). It is owned by Bristol City Council. The site will ultimately feature a range of new homes, employment sites, significantly enhanced public transport and a high quality large park.

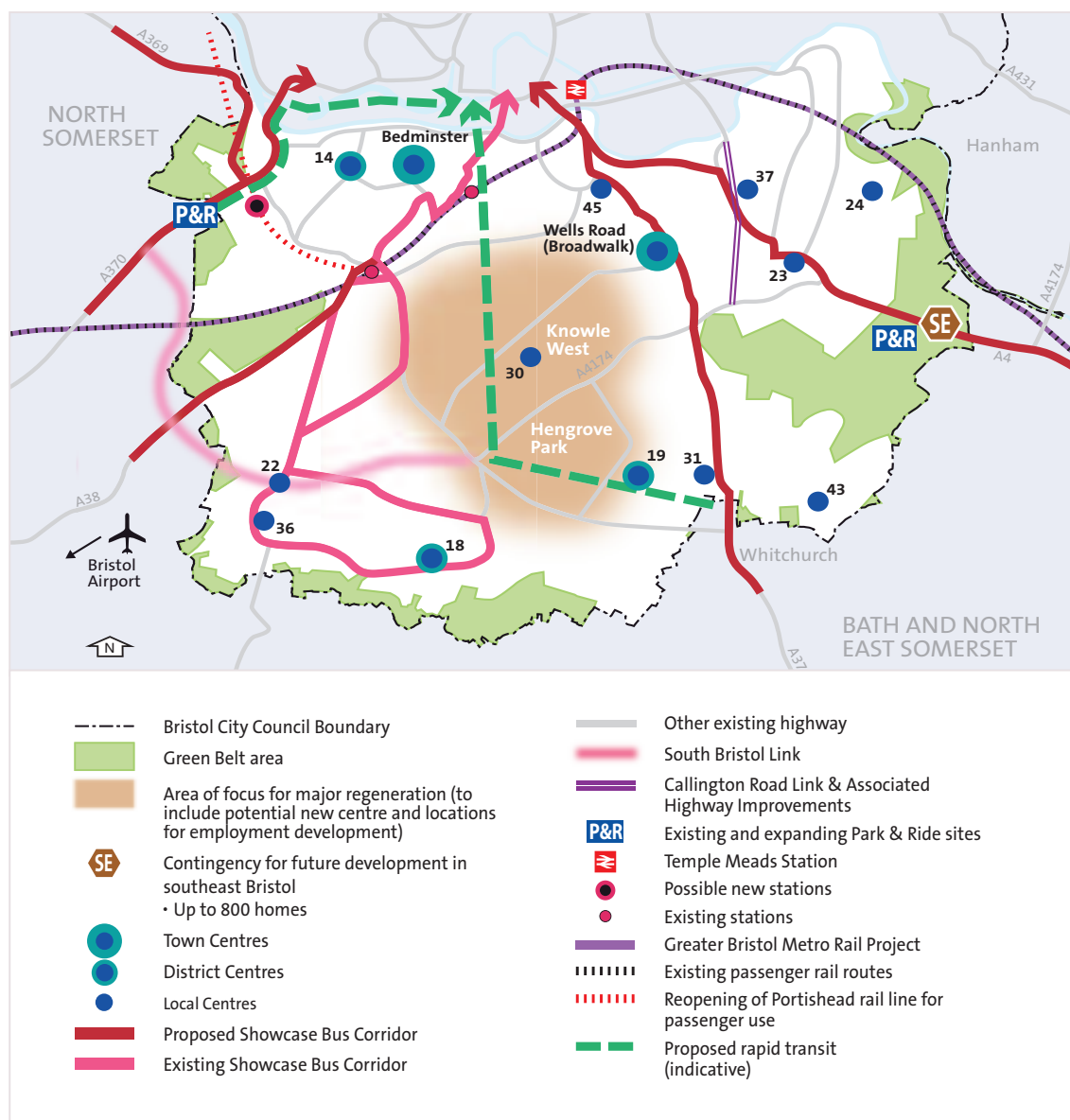
The council has commissioned an assessment of the need for a new centre in South Bristol and potential locations. There are a number of factors which could influence the delivery of such a centre including projected retail expenditure, the impact on other centres and the nature of development in neighbouring areas. If land needs to be allocated for the development of a new centre this will be undertaken through the Site Allocations & Development Management DPD.

South Bristol Community Hospital, the Skills Academy and Healthplex have planning permission for development at the Hengrove site. Development will be carried out by the NHS, City of Bristol College and Bristol City Council and its partners respectively.

The Connecting Bristol initiative aims to ensure the early delivery of Next Generation broadband access across the city with a particular focus on South Bristol to enhance business competitiveness and digital inclusion.

Targets	Indicators
Secure the delivery of major projects	Progress on the delivery of major projects will be reported in the Annual Monitoring Report
Secure reductions in deprivation	The Annual Monitoring Report will review changes in the Indices of Deprivation and identify trends over time
	The Targets and Indicators section of Policy BCS8 addresses the economic aspects of this policy
	The Targets and Indicators section of Policy BCS10 addresses the transport aspects of this policy

Diagram 4.1.1: South Bristol Key Diagram



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Bristol City Centre

- 4.2.1 As its cultural and economic heart, the city centre plays a critical role in Bristol's prosperity and identity. This section sets out the council's approach to ensuring this role can continue and be enhanced.
- 4.2.2 The policy contributes to meeting objectives 2, 3, 5, 6 and 8 of the Core Strategy and responds to issues 1, 2, 5, 7, 8 and 10.

Context

- 4.2.3 The city centre symbolises the city. It forms Bristol's historic core. Its character and setting is enhanced by a distinctive topography and by extensive waterfront areas. The city centre encompasses the distinctive neighbourhoods of Harbourside, West End, Old City, St Michael's, Broadmead, Stokes Croft, Old Market, Temple and Redcliffe. It includes the main shopping area of Broadmead and Cabot Circus and the other diverse city centre retail and service areas of Queen's Road and Park Street, Christmas Steps and St Michael's, Baldwin Street and Victoria Street, Harbourside, Old Market and Stokes Croft.
- 4.2.4 The opening of the £500m Cabot Circus development in 2008 has significantly strengthened the city centre's retail and tourist offer and created an estimated 5,000 jobs. The diversity and excellence of its arts and cultural facilities are also a significant factor in the city centre's vibrancy and attractiveness to residents and visitors alike. The city centre is also an increasingly important location for urban living. From 1996 to 2007 over 3,500 new homes were completed in the central area.
- 4.2.5 The city centre 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.
- 4.2.6 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. As the region's office capital it is the location for the country's largest employment base in banking, insurance and professional services outside London. The Temple Quay area adjacent to Temple Meads train station is a particularly successful office location containing a number of headquarters buildings. The city centre office market shows signs of continuing strength. The Employment Land Study confirms that there will be a need and demand for new office floorspace over the period of the Core Strategy.
- 4.2.7 The growing creative and media industries sector are an important feature of the city centre which is a key location for their growth and development. The public sector also makes a strong economic contribution with significant research and development and public administration employment associated with the University of Bristol, government agencies and the nine UHB (University Hospitals Bristol) hospitals.
- 4.2.8 The city centre contains many built and natural environmental assets. These include key heritage assets: twelve conservation areas, archaeological remains and numerous listed buildings. There is a particularly sensitive relationship between the city centre's unique townscape and topography.

- 4.2.9 Parts of the city centre are at risk of flooding, a risk which is likely to increase as a result of climate change. This key constraint is likely to play a key role in shaping the future development of the area.

Policy BCS2

Bristol City Centre's role as a regional focus will be promoted and strengthened. Development will include mixed uses for offices, residential, retail, leisure, tourism, entertainment and arts and cultural facilities.

The city centre boundary will expand into:

- The St. Philip's area, north of the Feeder Canal;
- The Newfoundland Street area; and
- The former diesel depot site, Bath Road

Development up to 2026 will include:

- Around 150,000m² of net additional high quality office floorspace;
- The provision of around 7,400 new homes; and
- Improved transport systems and connectivity, including new public transport, pedestrian and cycling routes and transport hubs.

There will be a continuing consolidation and expansion on the University of Bristol and Bristol Royal Infirmary sites.

More efficient use of land and a greater mix of uses will be encouraged particularly within the Broadmead, Nelson Street and St James' Barton areas. Throughout the city centre higher density, mixed use development will be encouraged with active ground floor uses along the busier streets.

Continued improvement will be promoted in regeneration areas including Redcliffe and Harbourside and at city centre gateways including Old Market, Stokes Croft, Cumberland Basin and Temple Meads.

The Floating Harbour will be maintained as a location for maritime industries and water related recreation activities.

Design of development will be expected to be of the highest standard in terms of appearance, function, conservation of heritage assets, sustainability and maintaining and enhancing green infrastructure. 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.

Major developments should demonstrate measures to enhance 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.

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

Explanation

- 4.2.10 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.
- 4.2.11 However, as residential development is more vulnerable to flooding than other land uses flood risk will need to be taken into account. The greater risk of flooding that could arise from climate change and the need for further work to ensure the delivery of effective mitigation of that risk have, for the time being, limited the residential capacity of the city centre compared to earlier estimates. The present estimate is that there is capacity over the plan period for around 7,400 dwellings in the area, of which just over 6,000 are already completed or committed and the remainder of which could be achieved just using land within Flood Zone 1. Consequently, while the delivery of 9,000 homes in the area remains an aspiration, any additional capacity in the area will have to emerge from further detailed sequential and exception testing work undertaken as part of the Bristol Central Area Action Plan.
- 4.2.12 The Cabot Circus development 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. The Bristol Citywide Retail Study indicates that there is likely to be capacity for further comparison retail provision after 2012. However, the study recommends that the effects of the new development will need to be assessed before any additional provision is planned. The council proposes to undertake a further retail assessment in 2010 to inform the Bristol Central Area Action Plan and its policies regarding the amount and location of new retail floorspace provision.
- 4.2.13 The city centre has a large pipeline stock of office development, with around 270,000m² net additional office floorspace identified at the start of the plan period. Policy BCS2 proposes that around a further 150,000m² of net additional floorspace is provided in the period to 2026.
- 4.2.14 The city centre is a location for large-scale developments 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. The historic Floating Harbour is also important as a location for some maritime industries and water related recreational activities. The Core Strategy therefore proposes that these will continue to be a feature of that part of the city centre.
- 4.2.15 Continued growth and development in 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. The Core Strategy 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.

- 4.2.16 Diagram 4.2.1 accompanying this policy illustrates the approach to the city centre and broadly indicates the major focal points for development and regeneration.

Policy Delivery

Bristol Central Area Action Plan (AAP)

The proposed AAP will provide the framework for delivering new development and growth in the area, including identifying the new city centre boundary. The AAP will set out a detailed policy framework for the central area and will allocate sites for development and protection. It will be informed by new evidence sources including an urban context analysis, a revised retail study and further work on strategic flood risk and mitigation.

The area covered by the Central Area Action Plan is shown for information on Diagram 4.2.2. The diagram only shows the geographical area to be covered by the area action plan and is not a boundary within which any specific development plan policies apply.

City Centre Supplementary Planning Documents

Existing supplementary planning documents for the city centre such as SPD1 “Tall Buildings” (January 2005), SPD3 “Future of Redcliffe” (July 2006), SPD8 “Nelson Street – Regeneration Framework” (March 2006), SPD10 “Planning a Sustainable Future for St. Paul’s” (December 2006) and SPD11 “University of Bristol Strategic Masterplan” (July 2006) will continue to be used to guide development proposals in the city centre.

Transport

Policy BCS10 sets out the transport improvements proposed to improve accessibility to and from the city centre.

Housing

A mix of housing types and tenures will be provided through Policy BCS17 and Policy BCS18. A supplementary planning document addressing housing mix will provide details of how this policy will be implemented in the city centre.

Public Realm

Enhancements will be made to the public realm including those related to the Bristol Legible City initiative. More detail on approaches to the public realm will be included in the proposed Bristol Central Area Action Plan.

Partnership Working

The council will work with a range of partners to secure delivery of this policy and the Area Action Plan including the Environment Agency, English Heritage, the Homes and Communities Agency and the South West Regional Development Agency.

Delivery of major projects

A new Museum of Bristol is under construction and is expected to open in 2011.

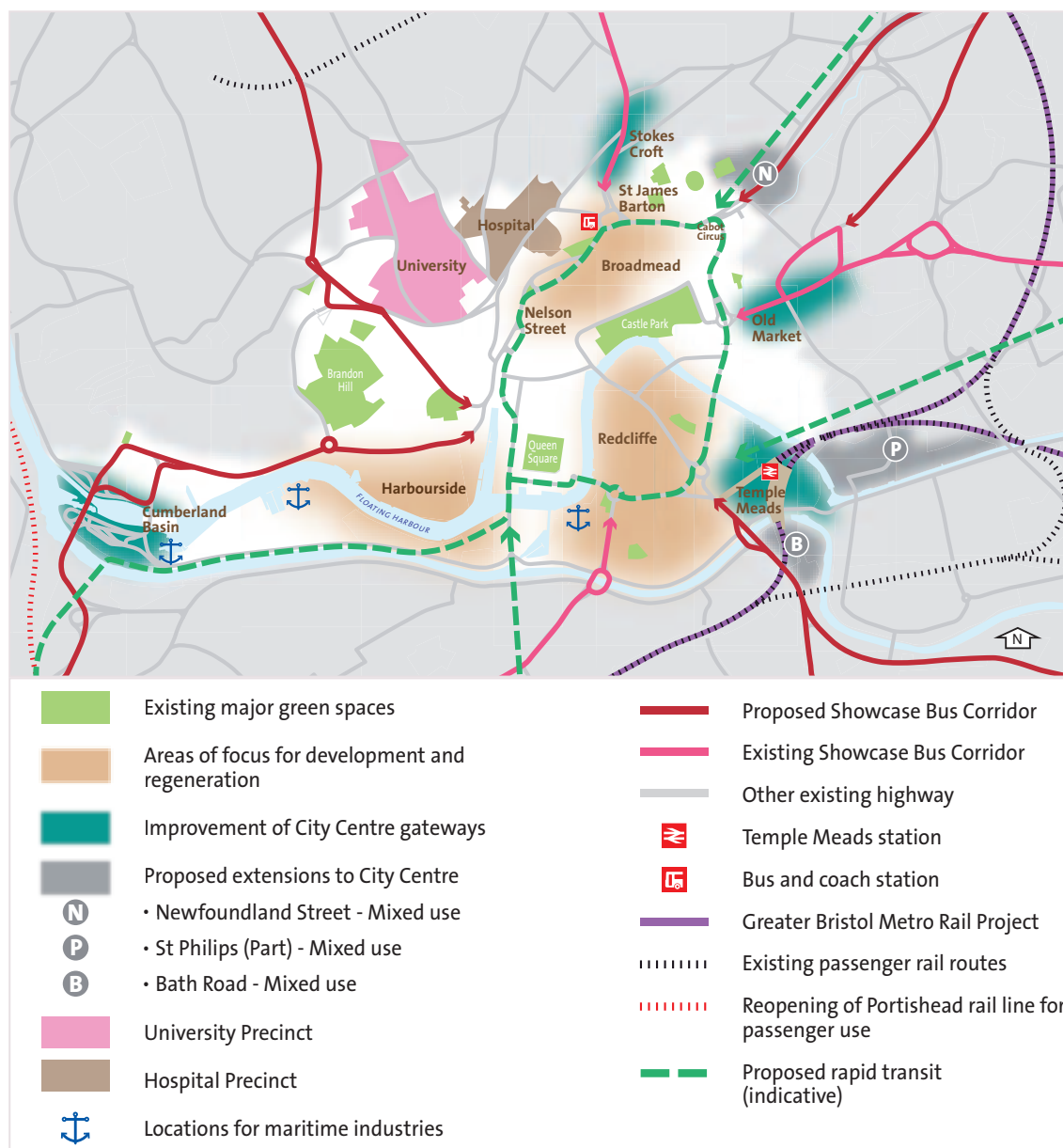
A major scheme to improve flood defences on the Floating Harbour for the next 100 years and protect the city from flooding is expected to be completed in 2012.

The Colston Hall is being transformed into a focal point for musical performances, production and education in the region. Phase 1, the construction of a new foyer building, was completed in Autumn 2009.

Targets	Indicators
Secure the delivery of major projects	Progress on the delivery of major projects will be reported in the Annual Monitoring Report
Maintain health of primary shopping areas of the city centre	Centre health checks to be carried out at 2010, 2016 and 2020 and reported in the AMR
	The Targets and Indicators section of Policy BCS8 addresses the economic aspects of this policy
	The Targets and Indicators section of Policy BCS5 addresses the housing aspects of this policy

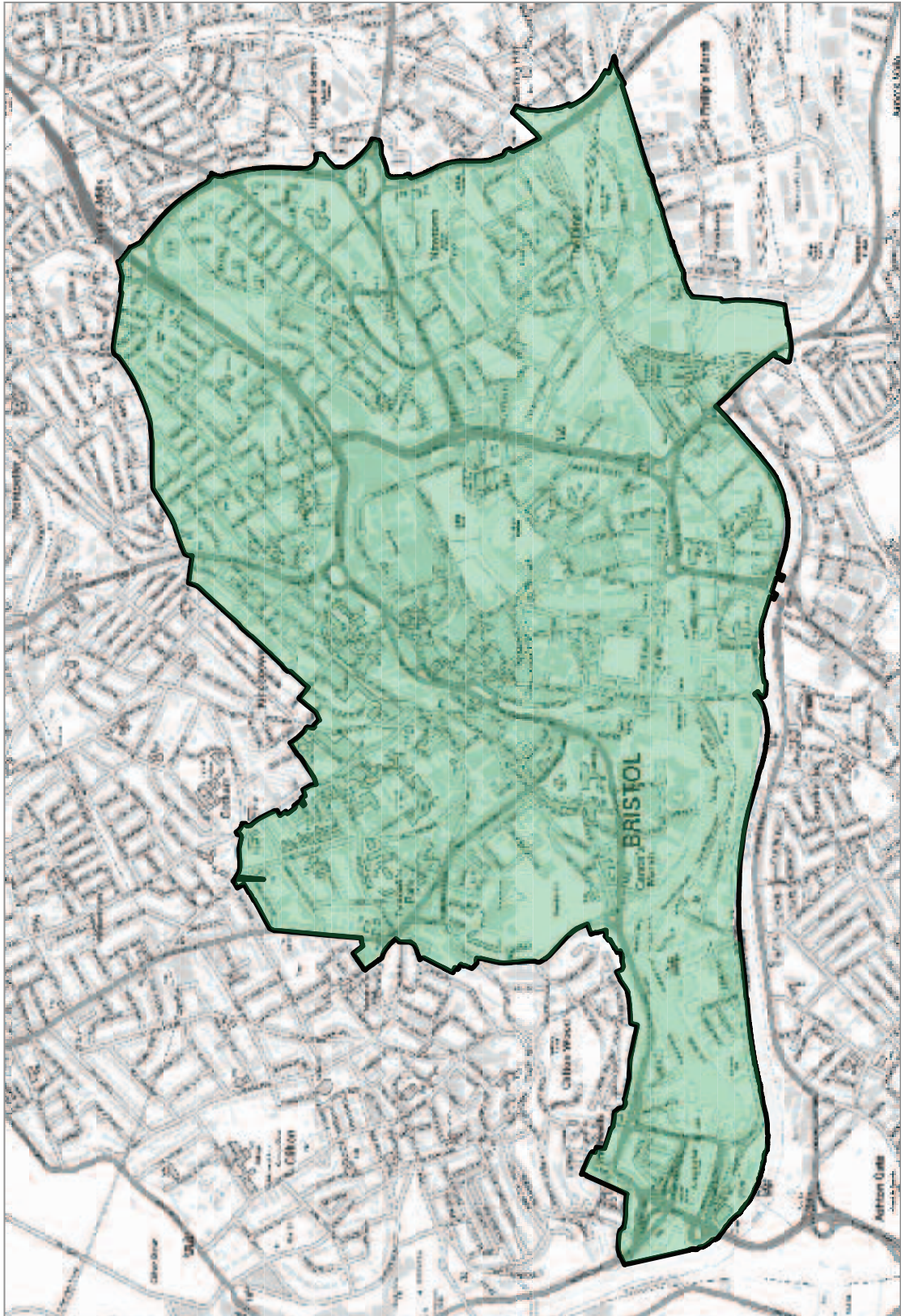


Diagram 4.2.1: City Centre Key Diagram



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Diagram 4.2.2: Area covered by the Bristol Central Area Action Plan



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Northern Arc and Inner East Bristol - Regeneration Areas

- 4.3.1 The Core Strategy gives a particular emphasis to the regional priority of regeneration in South Bristol. However, this emphasis does not ignore the fact that areas of deprivation and opportunities for targeted regeneration exist in other parts of the city. Those needs are particularly focused in the area to the east of the city centre and in a number of locations in a broad arc along the northern part of the city from Lockleaze to Lawrence Weston.
- 4.3.2 The policy will help meet objectives 2, 3, 4, 5 and 8 of the Core Strategy and respond to issues 1, 2, 3, 6, 7 and 9.

Context

- 4.3.3 The Inner East area lies within the Lawrence Hill, Ashley and Easton wards of the city. It is a diverse, multi-cultural area containing vibrant neighbourhoods with a mix of residential and commercial land uses. The density of existing residential development is fairly high. There are indications of an imbalance in the housing stock with family homes under-represented in some areas. There are a number of employment sites throughout the area which provide opportunities to work locally.
- 4.3.4 The Northern Arc description refers to a group of distinct communities which share some common characteristics. These include areas of low-density family housing with concentrations of single tenure types, few local employment opportunities, limited service provision and some poor quality local amenity space. The Northern Arc generally corresponds with the wards of Lockleaze, Henbury, Southmead, Kingsweston, Horfield and part of Avonmouth.

Policy BCS3

Social, economic and physical regeneration will be promoted in the Inner East and Northern Arc with the purpose of creating mixed, balanced and sustainable communities.

New development will be encouraged in both areas which provides new employment premises, especially flexible and small business floorspace which can stimulate enterprise and deliver new employment opportunities.

In the Inner East the emphasis will be on:

- Retaining employment sites and supporting centres;
- Ensuring a mix of new housing to meet local needs;
- Encouraging development which provides a mix of uses.

Opportunities will be taken to reduce the severance of communities caused by major roads and other physical barriers in the area.

Development will include the provision of around 2,000 new homes.

In the Northern Arc the emphasis will be on:

- Encouraging higher density and mixed forms of development in the most accessible locations;
- Making more efficient use of underused land;
- Promoting improved access and linkages to neighbouring areas.

Development will include:

- The provision of around 3,000 new homes;
- The redevelopment of Southmead Hospital to provide a new acute and community “super-hospital”.

Explanation

Inner East

- 4.3.5 Maintaining the vibrant mixed commercial and residential character of neighbourhoods in the Inner East is a key part of the policy approach. This will mean safeguarding employment floorspace, particularly smaller sites and premises whose importance for stimulating enterprise and providing employment opportunities is particularly significant. The policy also highlights the importance of creating a balanced housing stock. In parts of the Inner East, accommodation suitable for families will be particularly sought. The continued vitality of the district and local centres in the area will also be supported.

Northern Arc

- 4.3.6 The policy approach is to promote additional and more diverse housing types to help support and improve local services and facilities. Opportunities will be taken to secure higher densities and more efficient use of land in accessible locations.
- 4.3.7 Improving linkages between the Northern Arc, neighbouring centres, the north fringe, city centre and Avonmouth will enhance opportunities for local residents to access employment and services. Some open land may be better used for built development, with remaining open spaces improved so that they provide more attractive and usable areas for the local communities.

Policy Delivery

Housing mix

A mix of new housing types and tenures to meet local need will be provided through Policy BCS18. The proposed supplementary planning document addressing housing mix will provide details of how this policy will be implemented in these areas.

Employment/Skills

Policy BCS8 safeguards valuable existing employment land and promotes the provision of new employment floorspace.

The Site Allocations & Development Management DPD will contain a criteria-based policy which will be used to judge individual planning applications affecting employment land.

Policy BCS11 will secure agreements and contributions from developers which improve skills and access to employment opportunities. Examples will include local construction-related employment opportunities, skills training and affordable workspace provision.

Centres

Policy BCS7 will support and strengthen the centres in these areas.

Opportunities for high quality and, where appropriate, high-density mixed-use development will be supported by Policy BCS20 and Policy BCS21

Transport Improvements

As set out in Policy BCS10, a number of transport improvements are proposed which will improve the accessibility of these areas. In the Northern Arc, the rapid transit route from the north fringe to Hengrove will enable local residents to better access the city centre and north fringe. The rapid transit route proposed through east Bristol will improve access to major employment locations for residents of the Inner East area.

A bus link is included as part of the planning permission to develop the Wallscourt Farm site. This will provide for a dedicated bus link connecting Lockleaze and the surrounding areas, subject to planning permission for the Lockleaze part of the bus route being approved.

Partnership Working

Working with the South West Regional Development Agency, the council will also utilise investment from the European Development Fund's Urban Enterprise Strategic Investment Framework (2007-2013) to help stimulate enterprise and strengthen start-ups, micro and small and medium sized enterprises in these areas.

Working with partners such as Job Centre Plus, the Skills Funding Agency and Young People's Learning Agency and local community-based agencies, the council will continue to focus its efforts on supporting unemployed people in these areas in taking the next step into employment, education or training. This includes helping people benefit from the employment opportunities offered by new developments.

Inner East

Bristol Central Area Action Plan (AAP)

The AAP will cover the western edges of Ashley and Lawrence Hill wards. It will contain policies and proposals to improve physical linkages and connections between the city centre and these parts of the Inner East.

St Paul's Supplementary Planning Document

SPD10 "Planning a Sustainable Future for St Paul's" (December 2006) will continue to be used to guide development proposals in this Inner East neighbourhood.

Delivery of Regeneration Projects

The completion of the Eastville Family Health Centre in 2011 will improve the quality and access to health service for people across central and east Bristol. The new health centre will contain many services normally provided in a large hospital.

The development of a Creative Learning Centre near Junction 3 of the M32 will provide new library, community meeting and nursery facilities in Lawrence Hill. Seven light industrial units will also be provided. The Creative Learning Centre is expected to be operational by 2012.

Partnership Working

On-going liaison with the Inner City Neighbourhood Partnership, "Community at Heart" Community Partnership in Easton and Lawrence Hill and St Paul's Unlimited in Ashley will help to identify and inform future regeneration initiatives.

Northern Arc

Delivery of Major Projects and Regeneration

The proposed acute and community 'super-hospital' for North Bristol and South Gloucestershire at Southmead Hospital is expected to be completed by 2014. It will provide significant regeneration benefits to the local and neighbouring areas. Employment on the site is expected to increase from around 4,650 to 6,500. Significant numbers of jobs and apprenticeships will be created in the construction stage.

The "Lockleaze Vision" document will be used to guide investment and regeneration in this part of the Northern Arc. Produced in conjunction with the local community, the vision document prioritises improvements to the area's open spaces, transport connections, jobs and shops, housing mix and community safety and facilities.

An ongoing programme to replace structurally deficient pre-cast reinforced concrete houses in Henbury, Kingsweston and Lockleaze wards will secure additional high quality housing in these areas.

Partnership Working

On-going liaison with Lockleaze Voice, Southmead Development Trust and relevant neighbourhood partnerships will help to identify and inform future regeneration initiatives.

Targets	Indicators
Secure the delivery of major projects	Progress on the delivery of major projects will be reported in the Annual Monitoring Report
Secure reductions in deprivation	The Annual Monitoring Report will review changes in the Indices of Deprivation and identify trends over time
	The Targets and Indicators section of Policy BCS8 addresses the economic aspects of this policy
	The Targets and Indicators section of Policy BCS10 addresses the transport aspects of this policy



Avonmouth and Bristol Port

- 4.4.1 The Avonmouth area includes Bristol Port, extensive industrial areas and agricultural land. It also contains Avonmouth village with its local shopping and community facilities. The primary focus of this section, however, is to set out the council's strategy for balancing support for Avonmouth's economic importance as the city's largest industrial area and protecting its environmental assets.
- 4.4.2 The policy meets objectives 1, 3, 7 and 10 of the Core Strategy and responds to issues 5, 11 and 12.

Context

Economic Strengths

- 4.4.3 The area's contribution to regional economic prosperity is significant, aided by its strategic location close to the Severn crossings, motorway intersections, Bristol Port and the national rail freight network.
- 4.4.4 Bristol Port (which includes operations at Royal Portbury on the southwest bank of the River Avon in North Somerset) has seen considerable recent growth. Between 1991 and 2007 the throughput of goods increased from 4m to 12m tonnes. It supports approximately 7,500 jobs in the sub-regional economy through port-related industries. The Bristol Port Company has permission to expand the port through the construction of a deep sea container terminal at Avonmouth which could create an additional 1,500 jobs.
- 4.4.5 To the north of the port, over 650 hectares of the city's Principal Industrial and Warehousing Areas contain a variety of operations including industrial processing, manufacturing and assembly, distribution and logistics, open storage, energy production and waste management. There has also been a recent trend for redundant heavy industrial operations to be redeveloped for new large-scale distribution warehouses and the growing environmental technologies sector including waste management and renewable energy schemes. Important freight and passenger rail facilities and infrastructure are also present in the area.
- 4.4.6 Industrial activities continue north into the Severnside area of South Gloucestershire. Much of Severnside is covered by historic planning permissions for employment uses. Substantial areas remain undeveloped, but the permissions are still extant and capable of further implementation.

Environmental Assets

- 4.4.7 Alongside these economic strengths, Avonmouth has a number of environmental assets. The adjacent Severn Estuary has internationally important habitats which support important populations of waterfowl, waders, invertebrates and fish. Much of the estuary is designated as a Special Protection Area, a Special Area of Conservation and a Ramsar Site. The Rivers Severn and Avon and their margins are designated as Sites of Special Scientific Interest for their wildlife value, whilst several of the area's drainage ditches (rhines) are of local biodiversity importance. The Habitats Regulations

afford particular protection to the Severn Estuary from development which would adversely affect its nature conservation value. This can include development proposals on sites adjacent to, or nearby, the estuary.

- 4.4.8 The area also has a rich archaeological heritage, with the historic estuarine landscape of the Avonmouth Levels – characterised by irregular fields bounded by hedges and rhines – showing evidence of settlement and drainage construction over the last two thousand years. The area also contains significant evidence of prehistoric and Roman land use and past environments buried beneath the medieval and post-medieval landscape.

Flood Risk

- 4.4.9 Flood risk is a further notable constraint. The Strategic Flood Risk Assessment – Avonmouth / Severnside concluded that, with sea level rise and climate change, the already significant risk of flooding is likely to increase. Flooding caused by a tidal surge was identified as a particular issue. Reviews of the Shoreline Management Plan and the Flood Risk Management Strategy for this part of the coast are currently being undertaken. These will set the context for any future investment in flood defences.

Highways Capacity

- 4.4.10 Significant highways capacity issues also exist in Avonmouth. These relate particularly to traffic congestion that new development would cause on the M5 between Junctions 18 and 19, a part of the motorway identified as being at full capacity.

Hazardous Substances

- 4.4.11 The area is also affected by the presence of hazardous processes and major fuel and gas supply pipelines. These are covered by regulations which normally necessitate the exclusion of high density forms of development. Furthermore, significant amounts of land have been contaminated by former industries.

Policy BCS4

Avonmouth is identified as a priority area for industrial and warehousing development and renewal. Its economic strengths will be supported whilst protecting its environmental assets and acknowledging its development constraints.

Principal Industrial and Warehousing Areas will be identified and retained for industrial and warehousing uses. Development in these areas for those uses will be supported in principle. Proposals for port-related activities, manufacturing industry, logistics / distribution, waste management and other environmental technology-related industries will be particularly encouraged. There may be opportunities for the development of energy from waste facilities, biomass energy and further large-scale wind turbines.

Development will be expected to respect the area's environmental assets and take account of its physical constraints. Proposals will be expected to contribute to both the strategic and local infrastructure necessary to mitigate any adverse impacts that would result from the development. Freight and passenger rail infrastructure sites will be safeguarded.

Explanation

- 4.4.12 The effect of this policy is to make Avonmouth a continuing focus for development and renewal of established employment areas for industry and warehousing. Having regard to the environmental and other physical constraints identified and the Core Strategy's approach to the provision of new employment land as set out in Policy BCS8, the policy does not promote new allocations for employment development on greenfield land.
- 4.4.13 Avonmouth is identified by the Bristol Citywide Sustainable Energy Study as having significant potential for renewable and low carbon energy installations – for example, wind, biomass and waste to energy. Whilst this strategy encourages these types of environmental technologies, proposals will be expected to demonstrate how they protect the area's environmental assets and, specifically, comply with the Habitats Regulations to avoid significant adverse effect on the Severn Estuary.
- 4.4.14 "Industrial and warehousing uses" appropriate in the Principal Industrial and Warehousing Areas will be those falling within Use Classes B1(b), B1(c), B2, B8 of the Town and Country Planning (Use Classes) Order 1987 (as amended) and sui generis uses of a similar nature. All other uses will only be acceptable where they are ancillary to the main industrial and/or warehousing use.

Policy Delivery

The Site Allocations & Development Management DPD will identify the Principal Industrial and Warehousing Areas as explained in the delivery section of Policy BCS8. The identified Areas will also include locations which have been developed for industry and warehousing since the Employment Land Study surveys were undertaken and any greenfield sites with unimplemented planning permissions. The Site Allocations & Development Management DPD will also identify important freight and passenger rail facilities and infrastructure in Avonmouth for safeguarding.

Core Strategy Policy BCS11 "Infrastructure and Developer Contributions" will seek to secure agreements and contributions from developers which address, for example, flood risk, drainage, nature conservation, highways capacity /infrastructure and sustainable transport provision issues.

Given the complex nature of the opportunities and constraints affecting Avonmouth, the council is committed to supporting the area's sustainable development through working with key partners, including neighbouring unitary authorities, the

Environment and Highways Agencies, the Lower Severn Internal Drainage Board, Natural England, Bristol Port Company and the South West Regional Development Agency.

To address possible impacts of development on the international habitat designations in the Severn Estuary, the council will work with Natural England, the Environment Agency and neighbouring authorities to explore potential habitat creation in the Avonmouth area.

The council will also work with partners to promote and encourage key economic growth sectors, for example through Low Carbon South West.

Targets	Indicators
Ongoing industrial and warehousing redevelopment and renewal within the existing employment areas	Total amount of employment floorspace (m ²) and land (Ha) in the pipeline in Avonmouth (Use Classes B1(a), B1(b), B1(c), B2, B8)
	Total amount of additional employment floorspace (m ²) and land (Ha) completed in Avonmouth (Use Classes B1(a), B1(b), B1(c), B2, B8)
	The targets and indicators section of Policy BCS9 addresses environmental assets



Approach to Other Areas of Bristol

- 4.4.15 The policies above set out the approach to specific broad areas of the city – South Bristol, the Northern Arc and Inner East, Bristol City Centre and Avonmouth. These policies address issues and priorities specific to those areas.
- 4.4.16 The spatial strategy for the remaining areas of the city – to the north and west of the city centre and the outer eastern areas – is encompassed in the remainder of the spatial strategy. The approach to **centres** in Policy BCS7 will be of particular importance here acting as a focus for development and providing local services and employment. The transport proposals discussed in Policy BCS10 will serve these areas.
- 4.4.17 Whilst not a focus for major housing development, these areas will see the delivery of about 6,000 new homes over the period of the Core Strategy.
- 4.4.18 There are pockets of deprivation and areas which may benefit from targeted regeneration activities throughout the city. Whilst the Core Strategy identifies the main broad locations for regeneration – South Bristol, Northern Arc and Inner East - it does not preclude focused projects coming forward in areas of need in the remainder of the city.



Housing Provision

- 4.5.1 This policy addresses the level of new homes to be developed in Bristol between 2006 and 2026.
- 4.5.2 Delivery will be primarily from development of homes on previously developed sites but will include the use of some open space for housing development. The policy contributes to addressing objectives 1, 2 and 4 of the Core Strategy and responds to issues 1, 5 and 11.

Context

Planning for New Homes

- 4.5.3 The amount of new homes for which the Core Strategy should plan has been based on assessing a range of evidence sources. Conclusions have been drawn and choices made in response to considering that evidence.

Potential Need and Demand for New Homes

- 4.5.4 The main sources of evidence used to consider the potential need and demand for new homes have been the West of England Strategic Housing Market Assessment (SHMA), the government's demographic projections and forecasts of economic growth.
- 4.5.5 **Housing need** is defined in PPS3 as the “quantity of housing required for households who are unable to access suitable housing without financial assistance”. The SHMA indicates that housing need in the city is likely to remain high throughout the Core Strategy period. The SHMA also acknowledges the policy limitations of delivering affordable housing. Given much reduced levels in public subsidy for affordable housing it is clear that supply will increasingly rely on private development. Policy BCS17 indicates that 30% to 40% affordable housing will be sought within private developments, having regard to economic viability. At these proportions the level of market housing required to address identified need would be significantly in excess of anticipated housing demand and potential supply. The upper practical limit to affordable housing delivery is therefore strongly influenced by economic viability and the likely demand for market housing.
- 4.5.6 **Housing demand** is defined in PPS3 as “the quantity of housing that households are willing and able to buy or rent”. The SHMA does not provide a definitive indication of future housing demand. Therefore, the council has had regard to household projections and to economic growth forecasts in order to provide some indication of what future housing demand may be.
- 4.5.7 The most recent household projections (2008-based: DCLG 2010) project an increase of 72,000 households in the city between 2006 and 2026. However, these trend-based projections are based on the assumption that recent high levels of international migration into the city will continue. Whilst it is important to consider the projections they cannot be considered in isolation. They do not critically evaluate likely future outcomes and do not offer a reasonably realistic projection of household change in the plan period.

- 4.5.8 Future economic performance is likely to have a key impact on the potential demand for homes. In June 2010 Oxford Economics forecast three potential levels of growth for the city. The central forecast of 2.3% growth per annum was expected to result in employment growth of 21,900 jobs over the plan period. Dwelling based population projections for Bristol (GLA March 2010) indicated that if 30,200 new homes were built in the city up to 2026 there would be an increase of 23,500 economically active people. On this basis, the projected increase in jobs would need to be supported by about 29,000 homes to ensure a reasonable balance between new jobs provided and new homes created.

Housing Supply

- 4.5.9 The potential supply of housing land in Bristol has been examined with reference to five main sources of evidence:
- The Residential Development Survey;
 - An assessment of the five-year deliverable housing supply;
 - The Strategic Housing Land Availability Assessment;
 - Information on delivery from small sites; and
 - Assessments of potential capacity for development of land within the Green Belt.
- 4.5.10 The Strategic Housing Land Availability assessment indicated a potential supply of 30,000 homes over the plan period. However, following further consideration it was noted that the delivery of certain sites was uncertain. Sites subject to flood risk and proposed redevelopment of pre-cast reinforced concrete dwellings are no longer considered certain by 2026. The potential development of 2,200 homes at Knowle West is also uncertain because it is likely to require funding to support regeneration. Therefore, it is assessed that the level of new homes that can be delivered from identified sites within the built up area is about 26,400.
- 4.5.11 The Strategic Housing Land Availability Assessment did not consider the potential contribution that developments on small unidentified sites could make over the plan period. Although all small sites cannot practicably be identified, they have made a considerable contribution to housing delivery in the past. The council has cautiously estimated that there are reasonable prospects of around 4,200 homes being delivered from this source from 2012 to 2026.
- 4.5.12 The potential for using land within the Green Belt for development was also considered during preparation of the Core Strategy. As evidence presented to the Core Strategy examination showed, only a small proportion of the Green Belt land in the city has any practicable potential for development. In southwest Bristol the potential capacity was estimated to be a total of 400 homes on three sites. In southeast Bristol the potential capacity was estimated to be in the region of 800 homes to the east of the park and ride site.

Conclusions on the appropriate level of homes

- 4.5.13 The council has concluded that economic factors have a major bearing on the level of housing for which it is appropriate to plan. Having regard to the prevailing economic climate in 2010, the Council considers that a forecast level of economic growth of 2.3% GVA per annum is a reasonable assumption about future prospects. On that basis provision of around 29,000 homes should ensure that new jobs created are balanced by sufficient homes.
- 4.5.14 The evidence of supply shows that the level of identified sites and the contribution from small windfall sites give reasonable prospects that 30,600 homes can be delivered within the built-up area, slightly exceeding the number of homes indicated as achieving a balance with new jobs.
- 4.5.15 This level of provision could deliver approximately 6,500 affordable homes over the plan period subject to scheme viability.
- 4.5.16 The determinants of need and demand for homes, and the elements of supply, change over time. If the economy grows more quickly than expected, the planned level of homes could ultimately prove insufficient to ensure that there are enough homes to address employment growth. Therefore, the appropriate level will be reviewed within 5 years of the adoption of the Core Strategy.
- 4.5.17 Projections of future changes to the population and economy are subject to significant uncertainties. Continued high levels of in-migration to the City or a higher rate of economic growth which results in higher demand for housing may have negative social, economic and environmental consequences. Such consequences could include increasing commuting into the city, and increasing overcrowding, sharing and concealed households. There may be adverse implications for the wider housing market area if the homes required to support the workforce, or population pressures, exceed the supply of housing land delivered within the Bristol City Council boundary. The Council also acknowledges that the SHMA suggests a substantial gap between forecast affordable housing need and potential affordable housing supply. The Council's choice of the scale of overall housing to be accommodated inevitably limits the number of affordable homes that can be delivered. The likely gap between affordable housing need and provision will have negative socio-economic consequences. These uncertainties and consequences reinforce the need to fully review the position within 5 years and to retain a contingency for additional housing if necessary. Development in the Green Belt is currently the only credible contingency to provide additional land for housing.

Policy BCS5

The Core Strategy aims to deliver new homes within the built up area to contribute towards accommodating a growing number of people and households in the city. Provision of new homes will be in accordance with the spatial strategy for Bristol set out in this Core Strategy and it is envisaged that 30,600 new homes will be provided in Bristol between 2006 and 2026. Additional provision which accords with the spatial strategy may be appropriate within the plan period.

The minimum target will be 26,400 homes between 2006 and 2026. The appropriate level of new homes will be reviewed within 5 years of the adoption of the Core Strategy.

Development of new homes will primarily be on previously developed sites across the city. Some new homes will be developed on open space which does not need to be retained as part of the city's green infrastructure provision.

In order to maintain the net housing stock existing homes will be retained unless they are unsuitable for residential uses, would be used for essential local community facilities or would be replaced.

The broad spatial distribution of new homes as indicated on the Key Diagram will be:

Area	Net additional dwellings 2006-26
South Bristol	8,000
City Centre	7,400
Inner East	2,000
Northern Arc	3,000
Rest of Bristol	6,000
Citywide – small unidentified sites	4,200

Contingency

If monitoring shows that planned provision will not be delivered at the levels expected, or if land is required to accommodate higher levels of provision, the following contingency for development of new homes will be considered:

- Use of some Green Belt land including southeast Bristol as a long-term contingency for an urban extension. The broad location is indicated on the Key Diagram.

Explanation

- 4.5.18 Whilst the development of 30,600 is reasonably likely, the council is concerned to ensure that specific targets for new homes are not set at a level which could lead to pressure to develop in locations which would conflict with the objectives of the Core Strategy. Therefore, the minimum target is 26,400 which can be delivered from the identified supply. This target figure of 26,400 will be used in calculations of five year supply of land for housing.
- 4.5.19 The contribution from small unidentified sites does not form part of the identified supply and minimum target. However, the development of about 4,200 homes from this source from 2012 to 2026 is reasonably likely and will contribute to the delivery of 30,600 homes. The Core Strategy's policies allow for such sites to be developed.
- 4.5.20 There is potential for around 2,200 homes to arise in regeneration sites at Knowle West. This potential has not been included in the identified supply. However, this level of development would be consistent with the spatial strategy and would represent an acceptable additional level of supply if brought forward during the plan period.
- 4.5.21 The components of housing supply are summarised in Table 4.5.1.

Table 4.5.1: 2006-26 Components of housing supply

	Net dwellings
Completions 2006-09	7,037
Sites with planning permission or agreed subject s.106	12,510
Supply from identified sites	6,853
Total identified supply	26,400
Assumed supply from small unidentified sites	4,200
Total identified supply and small sites assumption	30,600
Potential additional supply from regeneration sites (Knowle West)	2,200
Total identified supply, small sites assumption and regeneration sites	32,800
<i>Sources: BCC Residential Development Survey 2009, SHLAA November 2009.</i>	

- 4.5.22 **Urban extension in southeast Bristol** – land at southeast Bristol could act as a long term contingency for future supply of homes. Such capacity is unlikely to exceed 800 homes if existing uses are retained. There is also some potential for new homes on smaller sites in the Green Belt in southwest Bristol. Sites in the Green Belt would not be released for development unless a need for additional housing land is established by the monitoring of housing need and demand and economic growth referred to under Policy Delivery.

Housing figures

- 4.5.23 All housing figures in this policy refer to **net additional completions**, that is the total number of completions minus those lost through demolition and conversions. Small sites are defined as being those of 9 dwellings or fewer.

Policy Delivery

Delivery of homes will primarily be by the private sector with a proportion developed by Registered Providers. The council will also facilitate delivery of homes working with its partner organisations, particularly in areas of change and regeneration, and where appropriate will support other mechanisms including self-building and community land trusts.

Further information on delivering the housing provision is set out in the delivery sections of other Core Strategy policies.

A trajectory showing the projected pattern of delivery of new homes up to 2026 is included as Diagram 4.5.1. The estimates of delivery have had regard to the impact of the major infrastructure required to support housing development.

Delivery of the homes will be in part from land with existing planning permission. At the time of publication of the Core Strategy 7,037 have already been completed to contribute to delivery from 2006 to 2026 and there were 12,510 homes contained within planning permissions. Additional developable sites for housing (including mixed-use developments) will be allocated in both the proposed Site Allocations & Development Management DPD and Bristol Central Area Action Plan. This will include sites within the regeneration areas.

Where proposals are in accordance with other policies in the Core Strategy and other development plan documents, the potential contribution of small unidentified housing sites towards the delivery of 30,600 homes will be a relevant consideration in decisions on planning applications. The council will monitor new planning permissions and completions arising from small unidentified sites in order to determine whether the assumptions about development from that source of supply remain accurate.

The Strategic Housing Land Availability Assessment will set out the deliverable and developable supply of housing land to ensure a continuous supply of deliverable sites. The policy will be monitored and reviewed through annual Residential Development Surveys, Annual Monitoring Reports, regularly updated Strategic Housing Land Availability Assessments and deliverable housing supply surveys.

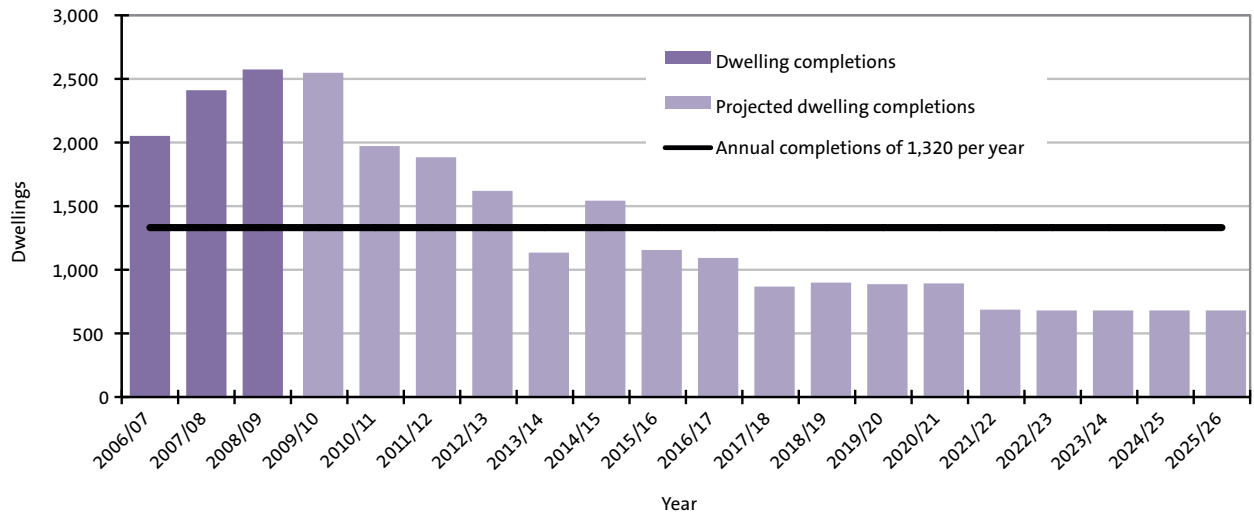
In accordance with a plan, monitor and manage approach to the provision of new homes, the council will continue to monitor the delivery of new homes and examine evolving evidence of need and demand. Within 5 years of the adoption of this Core Strategy it will review the evidence and consider the appropriate response in consultation with other local authorities, the West of England Partnership, the Local Enterprise Partnership and stakeholders. It will examine the latest evidence from population projections, economic forecasts and the progress of economic recovery since the Core Strategy was adopted. The review will consider the extent to which the planned level of new homes continues to be appropriate. If evidence suggests that additional provision of homes will be required the review will consider the appropriate response. The review will take place in the context of any changes to the planning system which have been introduced since the Core Strategy was adopted.

The approach to affordable housing and housing type is set out in Policy BCS17 and Policy BCS18.

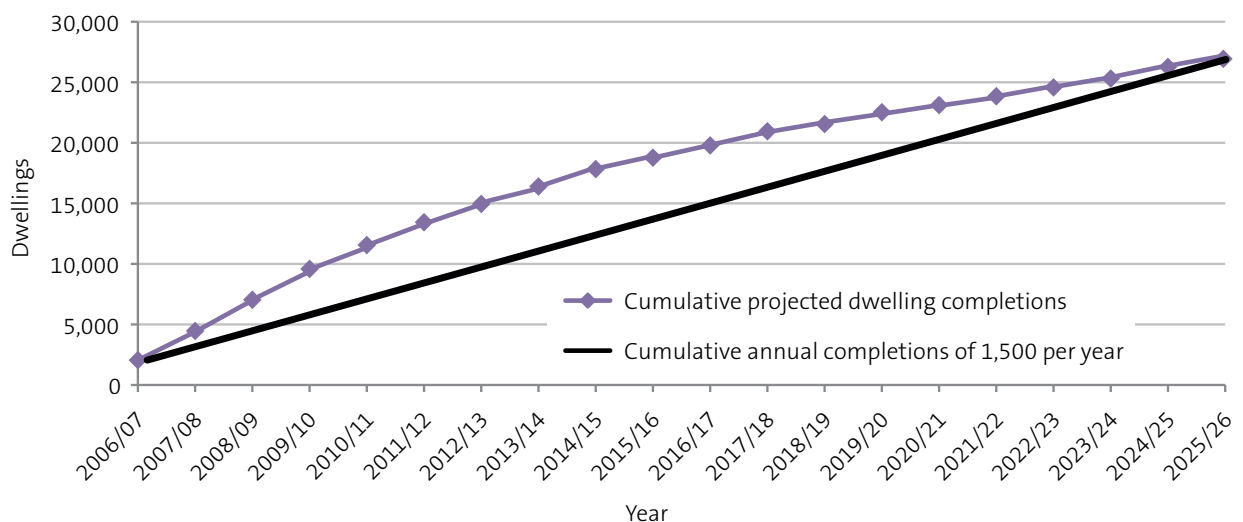
Targets	Indicators
Provision of a minimum of 26,400 net additional homes between 2006 and 2026.	Net additional homes provided (National Indicator 154) The target will be monitored through annual Residential Development Surveys and reported in Annual Monitoring Reports.
Maintain a 5 year supply of deliverable housing sites throughout plan period.	Supply of ready to develop housing sites (National Indicator 159) The target will be monitored through annual deliverable housing supply surveys and reported in Annual Monitoring Reports.

Diagram 4.5.1. Trajectory for delivery of new homes up to 2026

Bristol housing trajectory 2006 to 2026



Bristol cumulative housing provision 2006 to 2026



Note: The trajectory does not include the anticipated contribution of 4,200 homes from small unidentified sites.

Green Belt

- 4.6.1 This policy indicates the broad extent of the Green Belt within Bristol and the approach to development within it. It also addresses the possibility of urban extension development in the Green Belt beyond the city boundary. The policy will directly contribute to meeting objectives 1, 5 and 7 of the Core Strategy and responds to issue 11.

Context

- 4.6.2 Most of the Green Belt surrounding Bristol lies within the neighbouring local authorities. Within Bristol's boundaries Green Belt covers a small area to the east of the city beside the M32 motorway with several tracts of Green Belt land on the city's southeastern, southern and southwestern boundaries. The key characteristic of the Green Belt is its openness and all areas contribute to meeting the purposes of designation. In several locations, including Ashton Court, Bedminster Down, the slopes at Dundry, Stockwood and the Avon Valley, Green Belt land also forms very prominent elements of the city's landscape setting.
- 4.6.3 The Green Belt plays 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.
- 4.6.4 The delivery of the number of new homes proposed in BCS5 does not require development of Green Belt land in Bristol within the period of the Core Strategy. However, Policy BCS5 allows for possible development in the Green Belt, including land at southeast Bristol as a long-term contingency. Development at this location would need to be demonstrated to be both appropriate and sustainable.

Policy BCS6

Countryside and other open land around the existing built-up areas of the city will be safeguarded by maintaining the current extent of the Green Belt.

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

Proposals for urban extensions in the Green Belt beyond Bristol City Council's boundaries may emerge through the development plans of neighbouring authorities. If appropriate proposals come forward the council will continue to work with the adjoining authorities to consider the impact on existing areas, to assess infrastructure requirements and to ensure integrated and well-planned communities are created to the benefit of existing and future residents.

Explanation

- 4.6.5 This policy complements the priority given to regeneration and the redevelopment of previously developed land and reflects the very high value attached by the community of Bristol to the openness of the surrounding countryside. The policy conforms with national policy, which states that the general extent and boundaries of the Green Belt should be altered only exceptionally.
- 4.6.6 The Core Strategy proposes to maintain the Green Belt unchanged. However, it is recognised that if an urban extension is developed **outside** the city boundary this could fundamentally alter the role of Green Belt land **inside** the boundary in that area. In such circumstances this role would need to be reviewed.

Policy Delivery

The delivery of this policy will be primarily through the development management process.

The Site Allocations & Development Management DPD will identify the precise boundaries of the Green Belt, which will be shown on the Proposals Map.

Policy BCS5 sets out the approach to using land in southeast Bristol as a long term contingency for supply of new homes.

Cross boundary arrangements exist through the West of England Partnership to consider the implications of proposals which adjoin the city boundary. The Partnership consists of four unitary authorities - Bath & North East Somerset, Bristol, North Somerset and South Gloucestershire - and a range of social, economic and environmental partners. Its Housing, Planning and Communities Board discusses matters of cross boundary interest. Transport proposals across the West of England area are addressed in the Joint Local Transport Plan, the production of which is overseen by the Joint Transport Committee.

Indicators

Any future changes to the extent of Green Belt designation will be recorded in the Annual Monitoring Report

Centres and Retailing

- 4.7.1 This policy aims to support a network of accessible centres in Bristol as key focuses for development and as the principal locations for shopping and community facilities as well as local entertainment, art and cultural facilities. All the centres are essential to the vitality of the city, the diversity of its shopping provision and to social inclusion, helping to reduce car dependency by providing services close to homes.
- 4.7.2 The policy addresses objectives 1, 2, 3, 5 and 8 of the Core Strategy and responds to issues 1, 2, 5, 7 and 8.

Context

- 4.7.3 Bristol is served by a diverse network of town, district and local centres of varying size. In addition to providing facilities like shops, cafés, pubs, post offices and banks, centres also include varying levels of community facilities, work places and leisure facilities. Many centres are a focus for transport services and all offer a chance to access essential facilities close to people's homes. Centres are therefore well placed to be a focus for a range of developments, including residential developments of a higher density which can both benefit from the services provided and help to sustain the viability of those services. This builds on the current pattern of development in Bristol and offers potential for suburban renaissance around existing centres.
- 4.7.4 The Bristol Citywide Retail Study indicates that there is likely to be capacity for further retail provision after 2012, with projections of future comparison retail capacity of up to 310,000m² by 2026. However, the study recommended that the effects of the major new development at Cabot Circus in Bristol City Centre would need to be assessed before any additional provision is planned. The council aims to undertake a further retail assessment in 2010 to inform the future planning of all retail provision in the city. Therefore, this policy sets the framework for retail development but does not propose specific levels of retail development.
- 4.7.5 The retail study found that most centres were performing strongly but identified a few as at risk, poor or under-performing. Some of those centres have not been retained in the hierarchy. Although identified as poorly performing in the study, Symes Avenue, Hartcliffe has now been redeveloped as Symes district centre and includes a superstore, smaller retail units and community facilities.
- 4.7.6 The high level of independent stores operating in Bristol was identified in the retail study which showed that over 70% of units were occupied by independent businesses.
- 4.7.7 Consistent with government policy, this policy seeks to promote the vitality of centres. There are several existing large out of centre retail developments in Bristol, some forming retail parks. The retail study did not recommend that any of these should be identified as part of the network of centres.

Policy BCS7

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

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

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

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

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

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

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

Local shopping and service provision in smaller frontages or single shops away from the identified centres should be retained where it remains viable and provides an important service to the local community. The provision of new small scale retail facilities will be encouraged where they would provide for local needs and would not be harmful to the viability and diversity of any nearby centres.

Hierarchy of Centres:

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

Explanation

- 4.7.8 The centres hierarchy set out in this policy is based on the recommendations of the Bristol Citywide Retail Study (June 2007). Bristol City Centre is at the head of the hierarchy. It will remain the principal destination for shopping and leisure in the city and in the South West region. Policy BCS2 sets out the approach to the city centre.
- 4.7.9 Bristol's 10 Town Centres cater to a wide catchment in the city (Two Mile Hill Road forms a part of Kingswood town centre which is located in South Gloucestershire). Some are destinations drawing custom from across and beyond the city. Typically they are locations for national chain stores as well as independents. These centres are also characterised by the presence of restaurants, cafés and bars, and a wide range of associated services. Larger community facilities and employment uses are also represented.
- 4.7.10 The 9 District Centres in the hierarchy cater to a more localised catchment meeting convenience needs but may include community facilities and supermarkets.
- 4.7.11 The 27 Local Centres provide mainly local shopping and services catering to day-to-day needs. They mainly serve a catchment within walking distance but may experience some passing trade.
- 4.7.12 Policy BCS1 provides for a potential new centre in South Bristol which would be likely to perform as a District Centre.
- 4.7.13 There remain parts of Bristol which are less well served with a good local network of accessible shopping provision. Therefore, the policy encourages new local provision where it would help address local needs and would not harm existing centres.
- 4.7.14 Whilst the policy directs retail, leisure and entertainment, offices, arts, culture and tourism to the centres in general, they will not necessarily all be appropriate in all centres.
- 4.7.15 Retail shop uses referred to in this policy refer to those in Class A1 of the Use Classes Order. Active ground floor uses are generally those falling within Use Classes A1 to A5 but can also include other town centre uses which are visited by large numbers of people. Residential uses and offices (Use Class B1) would not normally be considered as active uses for ground floors in this context.

Policy Delivery

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

Policy BCS2 sets out the approach to Bristol City Centre.

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

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

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

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

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

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

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

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

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

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

Delivering a Thriving Economy

- 4.8.1 This policy aims to deliver new premises for employment across the city to support its continuing economic growth and competitiveness. The policy meets objectives 1, 2, 3, 7 and 8 of the Core Strategy and responds to issues 5, 6, 7 and 12.

Context

- 4.8.2 Bristol's economy has performed well since the mid-1990s with output and productivity growth outperforming national levels. A major strength is Bristol's wide and varied economic base including aerospace, engineering, information and communications technology, electronics, financial and legal services, creative and media industries and environmental technologies and services. Bristol has a highly qualified resident workforce – 34.5% of working age people hold a degree or equivalent compared with the national average of 29%. However, persistent and multiple socio-economic deprivation is still found in parts of the city, especially in relation to worklessness and low skills.
- 4.8.3 Economic activity in Bristol operates within a wider West of England context. Rapid jobs growth between 1996 and 2006 associated with new business parks has made the north fringe in South Gloucestershire one of the largest employment areas in the sub-region. Also within South Gloucestershire, Airbus at Filton and Rolls Royce at Patchway are very significant employers in the regionally important aerospace and advanced engineering industries.
- 4.8.4 Approximately 45% of the total number of people employed in the sub-region work within the Bristol City Council area. The city centre is of particular importance to the economy. As the region's office capital it is a nationally important location for banking, insurance and professional services. The growing creative industries, media and environmental services sectors are well represented, along with significant public sector employers such as the NHS, universities and government agencies.
- 4.8.5 Beyond the city centre, Bristol has significant economic strengths in its 1,150 hectares of Principal Industrial and Warehousing Areas. They contain a wide variety of businesses. The Employment Land Study found these areas to be generally functioning well as evidenced by high occupancy and recent investment in new buildings.
- 4.8.6 Particularly important industrial locations are found to the east of the city centre in the areas of St Philip's Marsh (south of the Feeder Canal), Lawrence Hill, Netham and St Anne's. They contain thriving distribution and production activities which support the city centre office economy as well as significant waste management and recycling operations. At over 650 hectares, Avonmouth is the city's largest industrial location. Activities associated with the Bristol Port, logistics and distribution, manufacturing industry, energy production and waste management are particular strengths there.
- 4.8.7 Locally important employment opportunities are also provided across the city. These are those individual businesses or groups of premises of varying types, sizes and quality which help to provide jobs close to people's homes and strength and diversity to the local economy. Examples include offices, industrial buildings and small workshops or workspaces.

- 4.8.8 The Employment Land Study has identified key economic sectors with potential to grow in Bristol. These are: aerospace and advanced engineering; banking and insurance; professional services; creative industries; environmental technologies; information and communications technology; public administration; and wholesale and distribution. An important issue therefore is to provide for their spatial requirements. Supporting the strength of the city centre economy, especially the office market, and addressing the shortage of supply in industrial land evident in all areas of the city outside of Avonmouth are two further important challenges.
- 4.8.9 Addressing barriers to employment due to low skills, limited childcare and lack of work experience is also regarded as a key citywide issue. For example, a quarter of Bristol's super output areas are in the worst 10% nationally for education, skills and training deprivation with particular concentrations in South Bristol wards. Similarly, meeting regeneration aspirations is a priority, in particular addressing areas of persistent unemployment and socio-economic deprivation especially in South Bristol, the Inner East and the Northern Arc.

Policy BCS8

The economic performance of the city will be strengthened by providing a sufficient and flexible supply of employment land, addressing barriers to employment and promoting the city as a place to invest.

New employment land will be provided in the period 2006-2026. This will include:

- Up to 236,000m² of net additional office floorspace:
 - > Around 150,000m² in the city centre;
 - > Around 60,000m² in South Bristol;
 - > Around 26,000m² focused on town, district and local centres in the rest of Bristol.
- Up to 10 hectares of additional industrial and warehousing land focused on the major regeneration areas in South Bristol.

Principal Industrial and Warehousing Areas will be identified and retained for industrial and warehousing uses. Employment land outside of these areas will be retained where it makes a valuable contribution to the economy and employment opportunities. New employment floorspace suitable for smaller businesses will be encouraged as part of mixed-use development.

Explanation

- 4.8.10 "Employment land" in the policy wording refers to sites, premises and floorspace which are used, were last used or are allocated for employment uses. Employment uses are generally those activities falling within Use Classes B1-B8 of the Town and Country Planning (Use Classes) Order 1987 (as

amended). The “industrial and warehousing uses” appropriate on the city’s Principal Industrial and Warehousing Areas will be those falling within Use Classes B1(b), B1(c), B2, B8 and sui generis uses of a similar nature. All other uses will only be acceptable where they are ancillary to the main industrial and/or warehousing use. In some cases it may be necessary to use conditions to limit permitted development rights for changes of use when granting permission for industrial premises to ensure that premises remain available for industrial purposes. “Office floorspace” refers to Use Class B1(a).

Providing New Employment Land

- 4.8.11 The council’s strategy is to ensure that sufficient new employment land is provided to meet the future needs of the economy. Analysing economic forecasts, recent trends in the take-up of employment land, evidence from local commercial property agents and local policy aspirations, the Employment Land Study quantified the amount of office floorspace and industrial and warehousing land required by the city in the period 2006 to 2026.

New Office Floorspace

- 4.8.12 Bristol has a large pipeline stock of office development with around 290,000m² net additional office floorspace identified at the start of the plan period. A further 236,000m² net additional floorspace is proposed in order to deliver the 524,000 m² total potential requirement recommended by the Employment Land Study. The city centre is the main locational focus for this new floorspace as it will build on its existing strengths as the region’s office capital and as a sustainable, accessible location for high-density employment. It will also enable the expansion of some of the key economic sectors of professional services, finance and banking, information and communications technology and public administration. To support its regeneration, about 60,000m² of the net additional floorspace requirement is focused on South Bristol. The remaining 26,000m² is focused on Town, District and Local Centres in the rest of Bristol. The council will keep the supply of office development under review over the plan period, particularly in relation to the economy’s recovery from recession.

New Industrial Land

- 4.8.13 The Employment Land Study recommended that 24.5 hectares of additional industrial land should be provided in areas of the city other than Avonmouth in the period 2006-26. Although the analysis of growth-based forecasts and floorspace in the development pipeline indicated there was adequate land to meet requirements in total, the 24.5 hectare recommendation was intended to meet both pent-up and future demand, provide some flexibility and choice to the industrial market and address the shortage of industrial land available in the areas of the city outside Avonmouth and Severnside.
- 4.8.14 The Employment Land Study also indicated that the built-up nature of Bristol and factors such as Green Belt, flood risk and open space means that the ability to allocate new industrial and warehousing land within the city is extremely limited. Due to these challenges, and having regard to its overall objectives, the Core Strategy does not propose to deliver all of the 24.5

hectare recommendation. However, it is considered that up to 10 hectares may be deliverable in South Bristol associated with the major regeneration areas identified on the South Bristol Key Diagram (Diagram 4.1.1) including the area around the existing Nover's Hill / Vale Lane industrial and warehousing area which was highlighted in the Employment Land Study. The potential at those broad locations will be explored through the Site Allocations & Development Management DPD.

- 4.8.15 The Core Strategy also promotes the retention and renewal of approximately 1,150 hectares of existing industrial and warehousing areas. Whilst this will not deliver new industrial land, development proposals which intensify and recycle land and premises in identified Principal Industrial and Warehousing Areas are expected to make a contribution to providing new industrial and warehousing floorspace.
- 4.8.16 In consultation with neighbouring authorities in the West of England Partnership, the council will keep the supply of industrial and warehousing land and premises under review over the plan period, particularly in relation to the impact of the recession and future economic recovery.

Retaining Employment Land

- 4.8.17 Retaining valuable employment land is an important part of the council's strategy. It helps to maintain the city's diverse economic base by ensuring a wide variety of business spaces of different types, sizes, quality and cost. The built-up nature of the city means that it is very difficult to physically replace employment sites which are re-developed for alternative uses. Employment land provides continued enterprise and employment opportunities across the city, especially for business start-ups and in those parts of Bristol experiencing persistently high levels of socio-economic deprivation. The approach can help to provide employment close to where people live and so helps reduce the need to travel, especially by car. The city's Principal Industrial and Warehousing Areas represent Bristol's essential core provision of industrial and warehousing land. Retaining these strategically important areas will help the city meet the latent and future demand for industrial and warehousing development.

Policy Delivery

The Site Allocations & Development Management DPD will identify the Principal Industrial and Warehousing Areas to be retained for industrial and warehousing uses. They will be identified based on the recommendations and criteria of the Employment Land Study and other relevant site-specific evidence.

The Bristol Central Area Action Plan will also identify and safeguard employment land.

The approach to valuable employment land outside of the Principal Industrial and Warehousing Areas will be set out in a criteria-based policy in the Site Allocations & Development Management DPD.

Barriers to employment

Policy BCS11 will secure agreements and contributions from developers which address barriers to employment, including construction-related jobs and apprenticeships, skills training and providing affordable workspace provision.

SPD4 “Achieving Positive Planning Through the Use of Planning Obligations” (October 2005) and SPD6 “Economic Contributions from New Development” (October 2005) will be revised and updated to supplement Policy BCS11.

Working with partners including the South West Regional Development Agency, the council will also utilise investment from the European Development Fund’s Urban Enterprise Strategic Investment Framework (2007-2013) to help stimulate enterprise and strengthen start-ups, micro and small and medium sized enterprises in Bristol’s most deprived communities.

Working with partners such as Job Centre Plus, the Skills Funding Agency and Young People’s Learning Agency and local community-based agencies, the council will continue to focus its efforts on supporting unemployed people in deprived areas in taking the next step into employment, education or training. This includes helping people benefit from the employment opportunities offered by new developments.

Promoting the city as a place to invest

The council will work with key partners to provide a comprehensive support and information service to attract investors to locate to the city, including through investinbristol.com and promoting key sectors. The council is a member of Low Carbon South West, which now incorporates the Bristol Environmental Technologies Sector project set up in 2006 to support the growth of a vibrant environmental technologies and services sector in the Bristol City Region.

The quality of existing employment land will be enhanced by the council working with landowners and occupiers on initiatives such as Business Improvement Districts.

The Connecting Bristol initiative aims to ensure the early delivery of Next Generation broadband access across the city to enhance business competitiveness and digital inclusion.

The council’s strategy for Avonmouth is set out in Policy BCS4.

Implementation of the economic elements of Policy BCS1, Policy BCS2 and Policy BCS3 will also help to deliver this policy.

Targets	Indicators
Provide new employment land and premises:	Total annual amount of net additional B1a office floorspace (calculated as new floorspace completions, minus demolitions, plus any gains or losses through change of use) (Indicator for Targets a-c)
1) Up to 236,000m ² net additional office floorspace:	
a) Around 150,000m ² net additional office floorspace in the city centre	
b) Around 60,000m ² net additional office floorspace in South Bristol	
c) Around 26,000m ² net additional office floorspace in town, district and local centres in the rest of Bristol	
2) Up to 10 hectares of additional industrial and warehousing land	
Ensure early availability of Next Generation broadband access	



Green Infrastructure

- 4.9.1 This policy aims to protect, provide, enhance and expand the green infrastructure assets which contribute to the quality of life within and around Bristol. In protecting important open space it acknowledges that not all open land can be left unchanged and so sets a strategic framework for the choices to be made.
- 4.9.2 The policy will make a significant contribution to the achievement of objectives 1, 2, 5, 6, 7, 8 and 10 of the Core Strategy and responds to issues 5, 8, 10, 11 and 12.

Context

- 4.9.3 Green infrastructure is the term used to describe the network of green assets that can work together to support sustainability and quality of life within and around Bristol. These networks bring many social, economic and environmental benefits, including:
 - **Improved townscape and landscape quality and visual amenity:**
Parks and gardens, open spaces, landscapes, trees and many other elements of green infrastructure contribute to Bristol's townscape and landscape quality. By providing relief to the built form and enhancing overall visual amenity, green infrastructure makes a vital contribution to the quality of Bristol as a place to live, work, visit and invest in.
 - **Protected and enhanced biodiversity:**
Green infrastructure provides space for nature, allows community interaction with nature, provides educational opportunities and encourages presence and diversity of species. It can provide habitats that are linked throughout the city and beyond, allowing adaptation to changes in the built and natural environment.
 - **Provision of green active travel routes:**
Green infrastructure can include walking and cycle routes, public rights of way, accessible river corridors and green streets that create pleasant surroundings and links, which encourage physical activity as part of everyday life. The strategic green infrastructure network protects and enhances connections between elements of green infrastructure in the city and allows improved connectivity for people and wildlife.
 - **Improved mental and physical health of local communities:**
Green infrastructure ensures access to good quality recreational places and spaces, encourages active travel along cycle and walking routes, provides space for community activities and interaction, reduces noise and water pollution, improves air quality and also allows access to natural areas of space and wildlife.
 - **Space for local food production within the city:**
Allotments, grazing land, city farms and informal areas of green space create potential for local food production and community use. These types of green infrastructure can contribute to people's health and well being, provide education opportunities and can also be valuable for wildlife.

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

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

- 4.9.4 A number of open spaces, waterways, biological sites, wildlife network corridors and landscape features and countryside, together form the strategic green infrastructure network, which is important at a citywide scale. It serves large sections of Bristol's population providing linkages to green infrastructure across the city and connecting to the wider sub-regional network of green infrastructure. Bristol also has land within its boundary which is designated as Green Belt. This makes up an important part of the strategic green infrastructure network and is afforded protection through national policy. Diagram 4.9.1 illustrates the strategic green infrastructure network in Bristol and shows how this strategic network links with the surrounding areas.
- 4.9.5 The strategic green infrastructure network is complemented by further elements of green infrastructure, such as less strategic open space, school grounds, green roofs, local biological sites, private gardens, allotments, grazing land, city farms, cemeteries, pedestrian paths, trees and woodland, and landscaped areas. These elements of green infrastructure have an equally important role in contributing to the sustainability and quality of life within the city and are of particular benefit to local communities.

Policy BCS9

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

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

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

Open Space

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

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

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

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

Biological and Geological Conservation

Internationally important nature conservation sites are subject to statutory protection.

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

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

Explanation

- 4.9.6 Green infrastructure assets include open spaces, recreation areas, parks and gardens, allotments, biological and geological conservation sites, landscape features, rivers, waterways and watercourses, woodlands, street trees and planting, green roofs and walls, cycle routes, pedestrian walkways and public rights of way, green corridors and open countryside. This policy addresses green infrastructure assets as a whole and also sets out the approach to two specific forms of green asset, open space and biological and geological conservation sites.
- 4.9.7 Diagram 4.9.1 illustrates the strategic green infrastructure network in Bristol and shows how this strategic network links with the surrounding areas. The diagram is indicative and broadly shows the strategic network. It is not intended that the diagram is a precise guide or that it formally designates land to be kept free from development. However, it does give a broad indication of the strategic green areas and links which are important at a city scale and in that respect can be used as a guide to decision making.

Loss of open space

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

Biological and Geological Conservation

- 4.9.9 As explained in PPS9 “Biodiversity and Geological Conservation” the level of protection afforded to biological and geological conservation sites is dependent on whether they are of international, national or local importance, those of international and national importance being afforded more protection than those of local importance. In Bristol, Sites of Nature Conservation Interest are designated through the Development Plan process as local sites. These are accompanied by Local Nature Reserves and Regionally Important Geological Sites which are local sites designated through separate processes. Land with a function as a corridor for wildlife, along with the locally designated Sites of Nature Conservation Interest, form the Bristol Wildlife Network. The Network either links the designated local sites to each other or to the wider countryside.

Policy Delivery

The impact of new development on green infrastructure assets will be assessed as part of the development management process. Development management will also secure the retention of green assets in development proposals and the incorporation of new green infrastructure assets.

The Site Allocations & Development Management DPD will include supporting policies setting out the detailed approach to green infrastructure assets. This will include standards to determine the appropriate provision of open space and other green infrastructure assets.

A supplementary planning document will be prepared to provide further guidance on the implementation of green infrastructure policies in the Bristol Development Framework. It will provide information on approaches to mitigation and to the inclusion of green infrastructure in development. It will also include a typology for green infrastructure.

Strategic Green Infrastructure Network

Joint working with adjacent local authorities, Natural England and other partners will be undertaken to enhance strategic green infrastructure links between Bristol and the surrounding areas.

Green infrastructure and development on open space

The Site Allocations & Development Management DPD and Bristol Central Area Action Plan will designate important open spaces and Sites of Nature Conservation Interest.

Where it is proposed to develop publicly accessible open space recognised by the council's Parks and Green Space Strategy, these will be identified in Area Green Space Plans being prepared by the council in consultation with local communities. The Site Allocations & Development Management DPD and Bristol Central Area Action Plan will designate these sites for development where they are of sufficient size to be shown on the Proposals Map.

The Site Allocations & Development Management DPD and Bristol Central Area Action Plan will also identify other green space areas for potential development where they are not important for recreation, leisure and community use, townscape and landscape quality and visual amenity and are required to meet identified development needs or improve the urban form. These DPDs will be the subject of extensive community involvement.

Area Green Space Plans will identify priorities for open space improvements across Bristol based on consultation with local communities. Improvements will primarily be undertaken by Bristol City Council.

The Parks and Green Spaces Strategy sets out the appropriate standards for open space provision. Other strategies produced by the council will set out standards and approaches to other forms of green infrastructure. These standards will be embodied in the Site Allocations & Development Management DPD.

BCS21 and its associated development policies in the Site Allocations & Development Management DPD and Bristol Central Area Action Plan provide the framework for indicating how development should respond to the city's landscape structure and topography.

Nature Conservation

The Site Allocations & Development Management DPD and Bristol Central Area Action Plan will designate local Sites of Nature Conservation Interest. The Proposals Map will also show international, national and local biological and geological conservation sites designated outside the development plan process.

At the time of the adoption of the Site Allocations & Development Management DPD the Bristol Wildlife Network will be identified on publicly available maps accompanied by corridor profiles. Together they will be used to guide consideration of impacts on the Wildlife Network (Local Plan Policy NE6 will continued to be saved until adoption of the DPD).

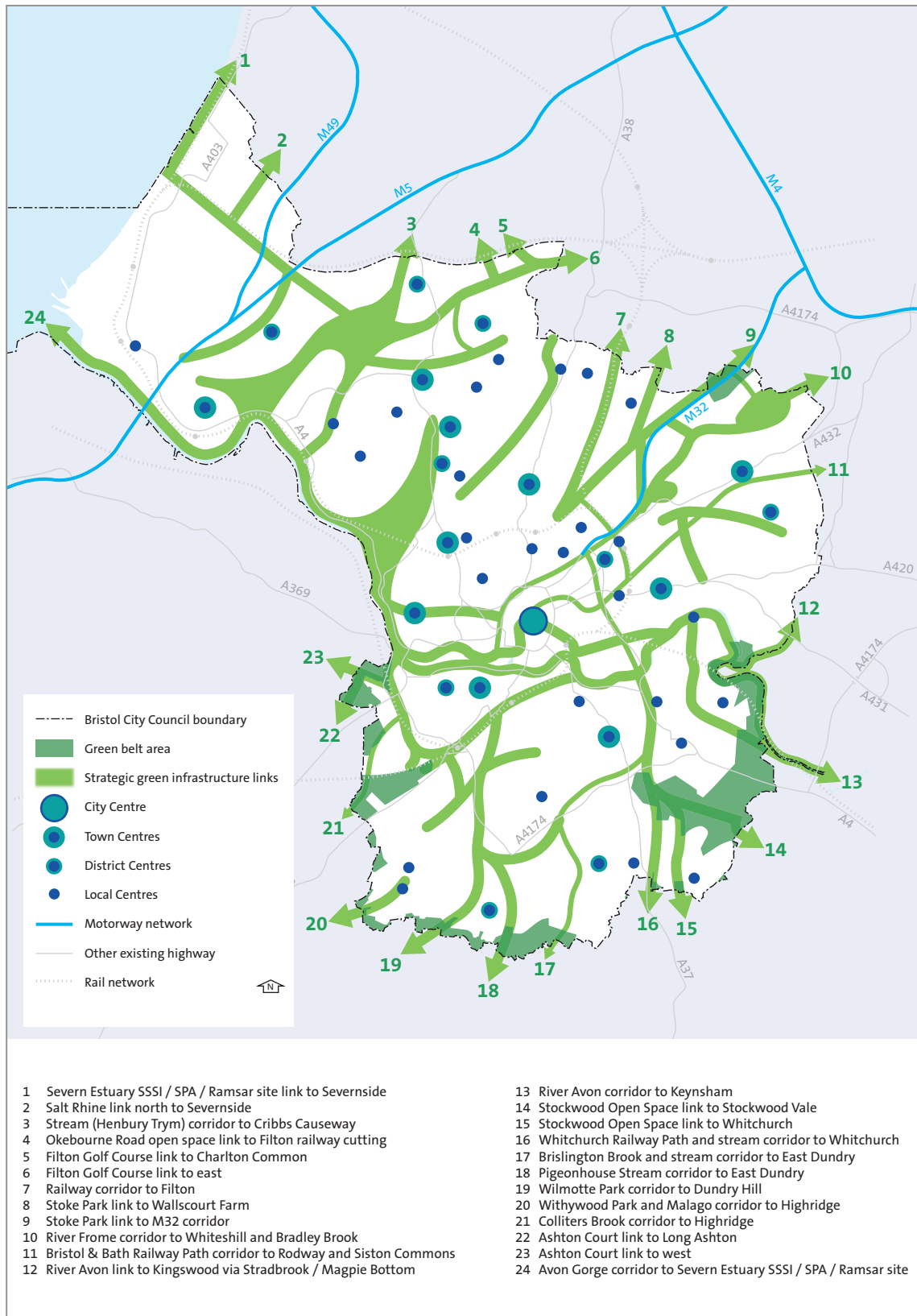
The Bristol Biodiversity Action Plan will be used to guide decisions on protection, enhancement and provision of additional green infrastructure relating to biological and geological conservation. Where relevant the Avon Biodiversity Action Plan, and Strategic Nature Areas identified at the regional level, will also guide these decisions.

Policy BCS23 refers to monitoring the impacts of airborne pollution on the Avon Gorge Woodlands Special Area of Conservation.

Targets	Indicators
Enhance the quality of publicly accessible open spaces in the city	Amount and % of eligible open spaces managed to Green Flag Award standard (Core Output Indicator NCOI 4c)
Retain areas of biodiversity importance	Change in areas of biodiversity importance (Core Output Indicator E2 (NCOI 8))
Improve management of local biodiversity sites	Improved local biodiversity – active management of local sites (National Indicator 157)
Increase tree cover	% of tree cover
	Number of let allotments in the city



Diagram 4.9.1: Strategic Green Infrastructure Network



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Transport and Access Improvements

- 4.10.1 This policy sets out development principles for consideration in all new development proposals and supports the delivery of strategic transport infrastructure and improvements to access in all areas of Bristol by public transport, walking and cycling.
- 4.10.2 The policy addresses objectives 1, 2, 3, 5 and 8 of the Core Strategy and responds to issues 2, 7, 10, 12 and 13.

Context

- 4.10.3 Traffic congestion is a significant constraint on economic growth. The need for good transport connections within Bristol and the West of England sub-region is vital to economic prosperity and to the quality of life of residents. The scale of development proposed in the Core Strategy will have significant impacts on the transport system and this growth can only be accommodated through major investment in transport infrastructure and the implementation of transport strategies.
- 4.10.4 Enhancing and promoting less environmentally damaging modes of transport is central to the Joint Local Transport Plan (JLTP) for the West of England. Bus-based public transport currently offers the main motorised travel alternative to the private car in Bristol with the Greater Bristol Bus Network providing a network of strategic bus corridors throughout the city. Rail's share of total trips in Bristol is relatively small though patronage has been steadily increasing in recent years due to significant investment in local rail services.
- 4.10.5 National transport policy documents emphasise the need to promote sustainable transport choices in land use decisions, promote accessibility of sites to essential facilities by public transport, walking and cycling, and to reduce the need to travel, especially by car.
- 4.10.6 These themes were incorporated into the JLTP. It sets out a 5-year transport capital investment programme within the context of a long-term vision to transform Bristol and the sub-region's transport network. A replacement JLTP is currently being developed (completed March 2011), building on the objectives of the current plan, with a longer-term strategy to 2026. It will be set around the key goals from the Department for Transport's "Delivering a Sustainable Transport System" to: Reduce carbon emissions; support economic growth; promote equality of opportunity; contribute to better safety, security and health; improve quality of life and a healthy natural environment.
- 4.10.7 The Greater Bristol Strategic Transport Study examined the strategic transport improvements needed within the Greater Bristol sub-region for the period up to 2031. This work modelled the approximate level of development set out in this Core Strategy. The recommendations from the study have informed the JLTP and the Core Strategy's transport policy.

Policy BCS10

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

1. The implementation of the Greater Bristol Bus Network.
2. The delivery of transport infrastructure improvements, including:
 - Rapid transit routes (Ashton Vale to Emerson's Green and Hengrove to the North Fringe, all via the city centre);
 - Rail improvements, including the following prioritised schemes:
 - The reopening of the Portishead rail line for passenger use; and
 - The Greater Bristol Metro Rail Project;
 - And the following potential long term schemes:
 - The reintroduction of a local passenger rail service between Avonmouth and Filton (Henbury Loop);
 - New rail stations, for example at Portway Park and Ride, Ashton Vale and Ashley Hill;
 - And other passenger rail stations where appropriate;
 - New and expanded Park and Ride facilities:
 - New site on the M32; and
 - Expansion of existing Park and Ride sites where appropriate;
 - South Bristol Link;
 - Callington Road Link; and
 - A network of routes to encourage walking and cycling.
3. Making the best use of existing transport infrastructure through improvement and reshaping of roads and junctions where required to improve accessibility and connectivity and assist regeneration and place shaping.
4. Appropriate demand management and sustainable travel measures.

Safeguarding of Routes and Facilities

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

Development Principles

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

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

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

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

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

Explanation

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

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

- **Greater Bristol Bus Network:**

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

- **Rapid Transit:**
Rapid transit will provide a fast, frequent and reliable public transport service with a high quality passenger experience. Services will run on a largely dedicated route, separate from car traffic, with priority over other road users.
- **Rail Improvements:**
Continued investment in local rail services and development of major rail schemes such as the Portishead Passenger Rail project and the Greater Bristol Metro Rail project. The Metro project seeks to deliver an enhanced local rail network of half-hourly cross-city services into and across the West of England (Yate to Weston-super-Mare and Cardiff to Westbury via Bath and Bristol corridors). It will improve reliability of services and provide additional capacity through new infrastructure. The proposed electrification of the Great Western Mainline between London and Bristol by 2016 (and onto Swansea by 2017) will bring faster journey times, greater capacity and a more efficient network.
- **Park and Ride:**
New and expanded sites could be brought forward as individual schemes or as part of a wider package of measures linked in with other transport improvements such as rapid transit.
- **South Bristol Link:**
A transport link between the A370 Long Ashton bypass and the A4174 Hartcliffe Roundabout to enable better access to South Bristol. There has been public consultation on a preferred option which includes new highway, rapid transit and adjacent pedestrian and cycleway.
- **Callington Road Link:**
A transport link between A4174 Callington Road and the south end of the A4320 St Philips Causeway to enable better access to South Bristol. Scheme options are currently in development and could include highway or public transport solutions, or a combination of both.
- **Walking and Cycling:**
Improved pedestrian and cycling facilities through specific schemes; improvements secured through new development, and as part of wider public transport and highway improvement schemes. Bristol's award of the UK's first 'Cycling City' in 2008 has enabled three years of accelerated investment to the cycling network, which will provide a strong base for continued investment into the future.
- **Demand Management and Sustainable Travel Measures:**
The council will continue to investigate the potential for demand management measures such as parking management (e.g. Controlled Parking Zones and Residents Parking Zones), and wider demand management options where appropriate.

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

Policy Delivery

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

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

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

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

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

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

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

Delivery of transport infrastructure

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

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

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

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

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

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

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

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

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

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

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

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

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



Development Principles

Infrastructure and Developer Contributions

4.11.1 This policy will contribute either directly or indirectly to meeting all the objectives of the Core Strategy. The policy will directly contribute to meeting objective 2 of the Core Strategy and responds to issue 2.

Context

4.11.2 Future development in Bristol will put pressure on existing infrastructure, such as schools, parks, transport facilities, health facilities etc, much of which is at or nearing capacity. In order to cope with the additional demand generated by development, this infrastructure will require improvement and, in some cases, the provision of additional infrastructure will be required.

Policy BCS11

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

4.11.3 Without appropriate measures to mitigate impact and investment to enable the provision of infrastructure improvements, the proposed level of development will be neither sustainable nor acceptable. 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.

4.11.4 Where significant local mitigation is required, the council may pool obligations secured from a number of developments. In addition, contributions secured through CIL may be pooled with those secured from development across the West of England in order to fund major sub-regional infrastructure.

4.11.5 The infrastructure, facilities and services to which development may contribute include:

- Affordable housing
- Community facilities
- Education facilities
- Library facilities
- Cultural facilities
- Managed workspace accommodation
- Transport infrastructure
- Commuted payments for maintenance of facilities provided
- Sustainable transport improvements
- Parks and green spaces improvements (including children's play facilities)
- Enhancement of other green infrastructure assets
- Flood risk management measures
- Waste facilities
- Healthcare and social care facilities
- Public realm provision (including Legible City infrastructure)
- Public art
- Local employment and training initiatives
- District heating and other sustainable energy infrastructure

4.11.6 Other contributions may be sought depending upon the individual characteristics of a development proposal.

Delivery Strategy

Policy Delivery

The Core Strategy is accompanied by an Infrastructure Delivery Programme, which provides evidence of the infrastructure that is required to support planned development. It also explains the mechanisms through which new and improved infrastructure such as schools and health facilities will be secured.

The policy will be delivered through the development management process.

Planning obligations will be secured in accordance with legislation and guidance in place at the time, currently Section 106 of the Town and Country Planning Act 1990, Regulations 122 and 123 of the Community Infrastructure Regulations 2010 and ODPM Circular 05/2005. This will be informed by SPD4 "Achieving Positive Planning through the use of Planning Obligations" (October 2005), which provides the local policy context for securing planning obligations. SPD4 will be revised from time to time, including upon the introduction by Bristol of a CIL.

Indicators

Monthly reporting of development contributions

AMR reporting on delivery of major projects



Community Facilities

4.12.1 This policy will ensure that all development contributes to the provision of good quality, accessible community infrastructure and that existing community facilities and services are retained. The policy addresses objectives 1, 2, 3, 5 and 8 of the Core Strategy and responds to issues 2, 3, 4, 5, 7 and 8.

Context

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

4.12.3 Such services and facilities provide a focus for local people, helping to promote better personal contact between groups and individuals and generating community spirit and a sense of place. Together, they are all essential to the quality of life of people living and working in Bristol and can help to reduce levels of deprivation and social exclusion and improve health and wellbeing.

4.12.4 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.

Policy BCS12

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

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

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

Explanation

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

4.12.6 It is important that community facilities are easily accessible by walking, cycling and public transport, and are open to all members of the community.

Where it is proposed to relocate community facilities it will be necessary to ensure that the community served is not disadvantaged by the change in location.

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

Policy Delivery

This policy will be delivered through the development management process.

Policy BCS7 sets out the approach to development in the city's network of town, district and local centres.

Indicators

% of all households who are within 30 minutes travel time (by public transport) of healthcare facilities
(National Indicator 175a(i))

Amount of new residential development (%) within 30 minutes public transport time of: GP, Hospital, Primary school, Secondary school, areas of employment, major retail centre(s)
(LAA Local Indicator 16)

Total visits to city museums and art galleries
(LAA Local Indicator 17)

Visitors figure for libraries
(LAA Local Indicator 19)

Climate Change

- 4.13.1 This policy sets out a requirement for development in Bristol to take into account the impact of climate change. Development is required, by a variety of means, to both mitigate its own impact on climate change and adapt to the effects of climate change. By taking this cross-cutting approach, the policy addresses objectives 1, 5, 7, 8 and 10 of the Core Strategy and responds to issues 7, 10, 11 and 12.

Context

- 4.13.2 Climate change arising from emissions of greenhouse gases such as carbon dioxide (CO₂) is an overriding issue affecting everybody in Bristol. Climate change is expected to progressively lead to heating of the urban environment (the urban heat island effect) and more frequent extreme weather events. The risk of flooding is also expected to increase.
- 4.13.3 Bristol City Council is committed, through the Core Cities Climate Change Declaration and the Climate Change Act 2008, to an 80% reduction in CO₂ emissions by 2050. Mitigating and adapting to climate change is therefore an overarching principle of the Core Strategy. It has influenced the spatial strategy for the city, which proposes to locate development in locations accessible by a choice of means of transport. It has influenced the approach to transport outlined in Policy BCS10, which also reflects the Joint Local Transport Plan for the West of England. It must also be taken into consideration in assessing individual developments.
- 4.13.4 Key to achieving the required reduction in CO₂ emissions will be the use of renewable and low-carbon sources of heat and power. The Bristol Citywide Sustainable Energy Study has identified a range of resource opportunities in the city, the exploitation of which will require the implementation of standards for sustainable energy and sustainable design and construction in new development, as well a supportive approach to the delivery of new freestanding renewable development and the introduction of sustainable energy supplies to existing buildings.
- 4.13.5 Having recognised the need to mitigate climate change, it is also necessary to recognise the effects that climate change will have and may already be having on Bristol, and therefore to consider ways in which development in the city can adapt to the effects of climate change. There are a number of ways in which this can be achieved.

Policy BCS13

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 through measures including:

- High standards of energy efficiency including optimal levels of thermal insulation, passive ventilation and cooling, passive solar design, and the efficient use of natural resources in new buildings.
- The use of decentralised, renewable and low-carbon energy supply systems.
- Patterns of development which encourage walking, cycling and the use of public transport instead of journeys by private car.

Development should adapt to climate change through measures including:

- Site layouts and approaches to design and construction which provide resilience to climate change.
- Measures to conserve water supplies and minimise the risk and impact of flooding.
- The use of green infrastructure to minimise and mitigate the heating of the urban environment.
- Avoiding responses to climate impacts which lead to increases in energy use and carbon dioxide emissions.

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

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

Explanation

4.13.6 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 which, in addition to the use of renewable and low-carbon energy (Policy BCS14), the use of sustainable design and construction measures (Policy BCS15), and a response to the risk of flooding (Policy BCS16), should include measures to adapt to the effects of climate change such as the following:

- Site layouts, design and construction can contribute to adaptation to climate change by making optimal use of opportunities for natural ventilation and solar heat gain.

- Green infrastructure including small scale features such as trees, green walls and roofs, landscaping and water features, planned as an integral part of site layouts and building designs, can help to absorb heat and mitigate the urban heat island effect while reducing surface water run-off, providing flood storage capacity and helping biodiversity to adapt. In this respect, sustainable drainage systems (SUDS) as sought by Policy BCS16 can serve a dual purpose.
- Development should avoid adapting to the impacts of climate change in ways that would increase the city's CO₂ emissions, such as by the widespread use of mechanical ventilation.

4.13.7 Promoting walking, cycling and public transport is key to mitigating climate change, and new development in Bristol will be expected to maximise opportunities for transport by these means. Further details on transport criteria for development will be included in the Site Allocations & Development Management DPD.

Policy Delivery

This policy will be delivered through the development management process, by means of the requirement for Sustainability Statements and the implementation of Policy BCS14, Policy BCS15 and Policy BCS16. Further guidance will be offered in a supplementary planning document on mitigating and adapting to climate change.

For larger schemes, BREEAM for Communities provides an effective tool for assessing the performance of new development against the requirements of this policy.

Targets	Indicators
To reduce CO ₂ emissions in accordance with targets set out in the LAA.	CO ₂ reduction from Local Authority operations (National Indicator 185)
	Per capita reduction in CO ₂ emissions in the LA area (National Indicator 186)
	Planning to Adapt to climate change (National Indicator 188)

Sustainable Energy

4.14.1 This policy sets out a requirement for development to minimise its energy requirements and incorporate renewable and low-carbon energy supplies to reduce its carbon dioxide (CO₂) emissions. The policy also sets out broad criteria to be considered in assessing proposals for renewable and low-carbon energy development. In doing so the policy addresses objectives 1, 7 and 10 of the Core Strategy and responds to issues 11 and 12.

Context

4.14.2 The development of renewable and low-carbon energy is a key means of reducing the city's contribution to climate change. Renewable and low-carbon energy encompasses a wide range of technologies, including combined heat and power (CHP); combined cooling, heat and power (CCHP); district heating; energy from waste; biomass; wind (large and small scale); solar thermal; photovoltaics; geothermal sources and heat pumps.

4.14.3 The Bristol Citywide Sustainable Energy Study provides a resource assessment of the capacity for these various technologies in the city. As a largely urban area, the study finds that Bristol has relatively few opportunities for the development of large-scale renewable or low-carbon energy installations requiring extensive land areas such as wind farms. However, certain opportunities have been identified, particularly for energy from waste, biomass and wind. The study identifies Avonmouth as a potential location for the development of these technologies, and suggests that there may also be opportunities for single wind turbines elsewhere. The presence of national and international sites of biodiversity importance in the Avonmouth area will require careful consideration to avoid any significant adverse affects arising from such development.

4.14.4 Given the relative lack of opportunities for large-scale renewable and low-carbon energy generation, the Bristol Citywide Sustainable Energy Study has identified that district heating using CHP/CCHP, in which a network of heat users are linked to one or more plants producing both heat and electricity, will likely be the most effective means of providing low-carbon energy in Bristol. Based on the densities of existing development and projected future growth, the study suggests Heat Priority Areas in which development could be required to contribute towards the delivery of a district heating network.

Policy BCS14

Proposals for the utilisation, distribution and development of renewable and low-carbon sources of energy, 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.

Development in Bristol should include measures to reduce carbon dioxide emissions from energy use in accordance with the following energy hierarchy:

1. Minimising energy requirements;
2. Incorporating renewable energy sources;
3. Incorporating low-carbon energy sources.

Consistent with stage two of the above energy hierarchy, development will be expected to provide sufficient renewable energy generation to reduce carbon dioxide emissions from residual energy use in the buildings by at least 20%. An exception will only be made in the case where a development is appropriate and necessary but where it is demonstrated that meeting the required standard would not be feasible or viable.

The use of combined heat and power (CHP), combined cooling, heat and power (CCHP) and district heating will be encouraged. Within Heat Priority Areas, major development will be expected to incorporate, where feasible, infrastructure for district heating, and will be expected to connect to existing systems where available.

New development will be expected to demonstrate that the heating and cooling systems have been selected according to the following heat hierarchy:

1. Connection to existing CHP/CCHP distribution networks
2. Site-wide renewable CHP/CCHP
3. Site-wide gas-fired CHP/CCHP
4. Site-wide renewable community heating/cooling
5. Site-wide gas-fired community heating/cooling
6. Individual building renewable heating

Explanation

4.14.5 Environmental and economic benefits from the development of large-scale renewable and low-carbon energy installations and supporting infrastructure potentially include:

- Reduction in carbon dioxide (CO₂) emissions and pollution through displacement of energy generated from fossil fuels;
- Contribution to national and international targets for CO₂ reduction and climate change mitigation;
- Contribution to local climate change and CO₂ reduction targets, including those adopted as part of the Sustainable Community Strategy (and as set out in the 20:20 plan);
- Contribution to local and national targets for renewable energy generation and the government's commitment to zero carbon;

- Reduction in dependence on fossil fuels, promoting energy security and reducing vulnerability to peak oil and potential negative impacts on the local economy from rising fuel, food and transport costs;
 - Development of a low-carbon economy with the creation of local employment and investment opportunities.
- 4.14.6 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 in accordance with the energy hierarchy. The energy strategy should:
- Set out the projected annual energy demands for heat and power from the proposed development against the appropriate baseline (2006 Building Regulations Part L standards), along with the associated CO₂ emissions.
 - Show how these demands have been reduced via energy efficiency and low carbon energy sources such as CHP and district heating, and set out the CO₂ emissions associated with the residual energy demand.
 - Demonstrate how the incorporation of renewable energy sources will offset the CO₂ emissions arising from the residual energy demand.
- 4.14.7 The energy strategy should integrate sustainable approaches to design and construction such as optimising solar gain and natural light and ventilation to maximise the energy efficiency of the development and minimise its overall energy demand.
- 4.14.8 All development will be expected to make use of opportunities to incorporate on-site renewable energy sources in order to achieve a 20% reduction in CO₂ emissions from residual energy use in the development.
- 4.14.9 Where the full requirements of Policy BCS14 cannot feasibly be delivered on-site, an alternative allowable solution will be considered, such as providing the residual emission reduction through a contribution to a relevant citywide low-carbon energy initiative or by agreeing acceptable directly linked or near-site provision.
- 4.14.10 If meeting the full requirements of Policy BCS14, either through on-site measures or allowable solutions, would render development unviable, careful consideration will be given as to whether the development is appropriate in other respects and sufficiently necessary to justify an exception to the requirements of Policy BCS14.
- 4.14.11 The development of a citywide CHP/CCHP/district heating network will be encouraged. New development in Heat Priority Areas will be expected to maximise opportunities for the development of a district heating network, which may, in the case of major development, include the incorporation within sites and buildings of infrastructure for district heating in areas where a district heating network has yet to be developed (for the purposes of Policy BCS14, major development is defined as development of 10 or more

dwellings or development exceeding 1,000m² of other floorspace). Where possible the use of renewable biomass fuels to supply this network and the addition of a variety of heat sources such as the waste heat from industrial plant will be encouraged. Diagram 4.14.1 shows the Heat Priority Areas. The Heat Priority Areas are based on those recommended by the Bristol Citywide Sustainable Energy Study, but have regard to changes in the spatial strategy for Bristol since the study's publication in June 2009.

- 4.14.12 In selecting the heating and cooling systems in accordance with the heat hierarchy, the lowest carbon heating / cooling solution feasible for the development will be achieved. Energy savings made by the use of CHP/CCHP will contribute to Policy BCS14's requirement to minimise energy requirements, while the use of renewable energy sources to power CHP/CCHP or community heating will contribute to Policy BCS14's requirement to reduce residual CO₂ emissions by 20%.
- 4.14.13 Where a new heating or cooling distribution network is proposed, it should be designed to be easily extendable to serve neighbouring developments.

Policy Delivery

The criteria for new renewable energy development in this policy will be implemented through the development management process.

The on-site requirements of this policy will be delivered through the development management process, by means of Policy BCS13's requirement for Sustainability Statements and the above requirement for an energy strategy as part of that statement.

The council is exploring setting up an Energy Service Company to facilitate the introduction of on-site renewable and low-carbon energy supplies and spread the associated risks and costs.

Allowable solutions will ensure that carbon savings are made on small-scale development where the provision of on-site renewable energy may not be technically feasible.

Planning obligations or a Community Infrastructure Levy (CIL) may in some cases be used to contribute towards the delivery of strategic district heating infrastructure.

Further guidance will be offered in a supplementary planning document on mitigating and adapting to climate change.

Indicators

Renewable energy generation by installed capacity and type
(Core Output Indicator E3)

No. of residential properties in major development supplied by district heating

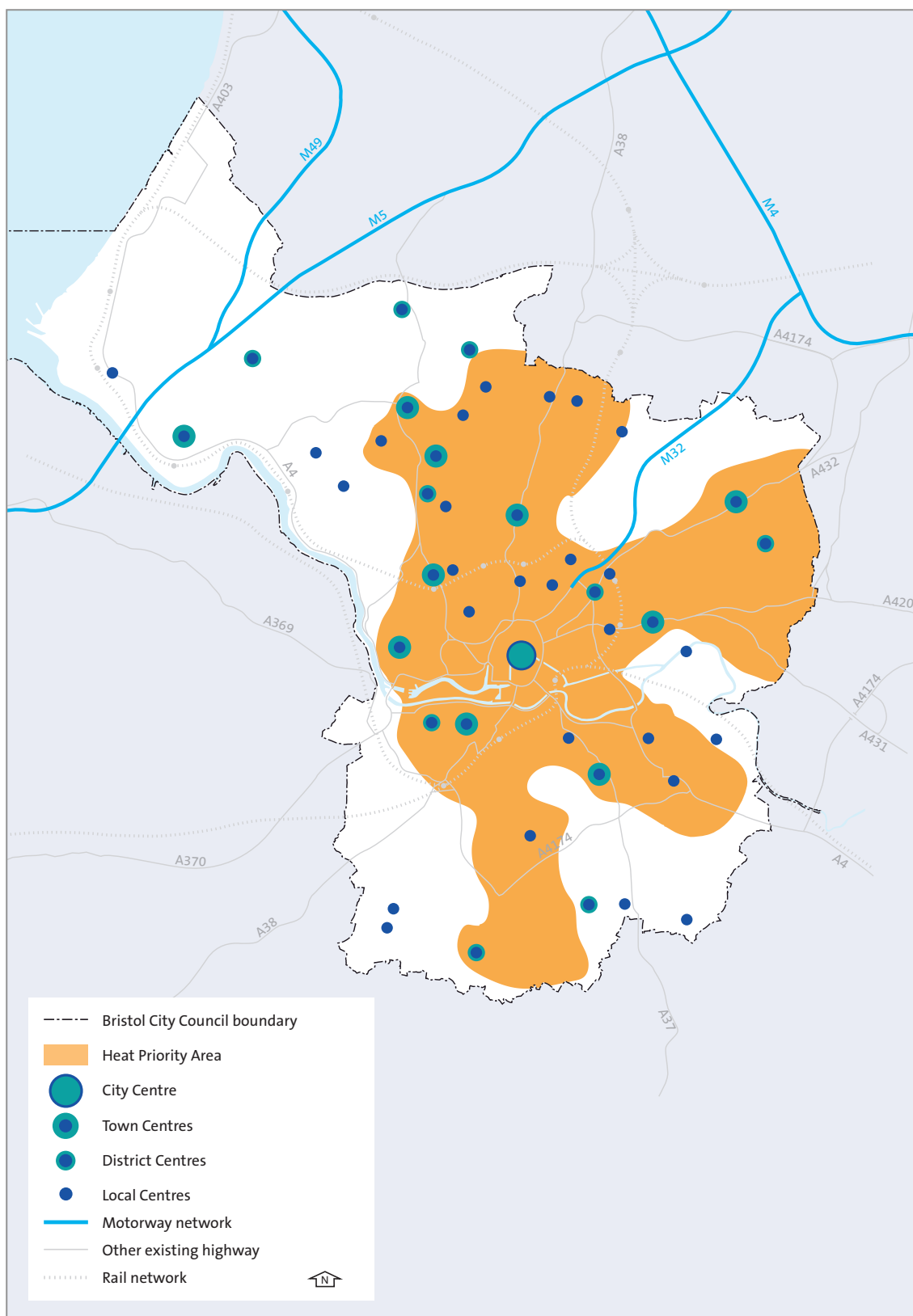
Non-residential floorspace in major development supplied by district heating

No. of residential properties in major development supplied by renewable CHP or renewable community heating

Non-residential floorspace in major development supplied by renewable CHP or renewable community heating



Diagram 4.14.1: Heat Priority Areas



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Sustainable Design and Construction

4.15.1 The aim of this policy is to ensure new developments are designed and constructed to minimise their environmental impact, and contribute to meeting targets for reductions in carbon dioxide (CO₂) emissions. The policy sets out broad criteria to be considered in the design and construction of new development and sets out principles for the management of waste in new development. In doing so the policy contributes to meeting objectives 1, 5, 6, 7, 9 and 10 of the Core Strategy and responds to issues 10, 11, 12 and 14.

Context

4.15.2 Sustainable design and construction has a key role to play in mitigating the impact of extensive new building on the environment and climate change.

Policy BCS15

Sustainable design and construction will be integral to new development in Bristol. In delivering sustainable design and construction, development should address the following key issues:

- Maximising energy efficiency and integrating the use of renewable and low-carbon energy;
- Waste and recycling during construction and in operation;
- Conserving water resources and minimising vulnerability to flooding;
- The type, life cycle and source of materials to be used;
- Flexibility and adaptability, allowing future modification of use or layout, facilitating future refurbishment and retrofitting;
- Opportunities to incorporate measures which enhance the biodiversity value of development, such as green roofs.

New development will be required to demonstrate as part of the Sustainability Statement submitted with the planning application how the above issues have been addressed. For major development and development for health or education uses, the Sustainability Statement should include a BREEAM and/or Code for Sustainable Homes assessment. Additionally, in the case of a super-major development, a BREEAM for Communities assessment will be required.

From 2016 residential development will be expected to meet Level 6 of the Code for Sustainable Homes. For non-residential development, also from 2016, a BREEAM "Excellent" rating will be expected.

All new development will be required to provide satisfactory arrangements for the storage of refuse and recyclable materials as an integral part of its design. Major developments should include communal facilities for waste collection and recycling where appropriate.

New homes and workplaces should include the provision of high-speed broadband access and enable provision of Next Generation broadband.

Explanation

- 4.15.4 The assessment of major development against national sustainability methodologies will ensure that development engages thoroughly with issues of sustainable design and construction. Policy BCS15 does not set specific targets against these standards ahead of the national programme for zero carbon residential development by 2016; however, the score achieved in the assessment will serve to indicate how successfully development has addressed the relevant issues. Assessments should be completed by a licensed assessor. The Code and BREEAM measure should be used unless they are replaced by any such national measure of sustainability which is approved by the local planning authority. The expectation of residential development meeting Code level 6 from 2016 is dependent on the energy requirements of that level being embedded in the Building Regulations by that date.
- 4.15.5 For the purposes of Policy BCS15, 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.
- 4.15.6 The assessment of development against this policy will be integrated with the renewable and low carbon energy requirements set out in Policy BCS14 and measures to minimise the risk of and vulnerability to flooding as set out in Policy BCS16, and will form a part of the assessment of the impact of the development on climate change as set out in Policy BCS13.
- 4.15.7 The provision of satisfactory arrangements for the storage of refuse and recyclable materials should be integral to the design of all new development. Facilities should be provided in an easily accessible location, having regard to relevant urban design considerations.

Policy Delivery

This policy will be delivered through the development management process, by means of Policy BCS13's requirement for Sustainability Statements and the implementation of Policy BCS14 and Policy BCS16.

Further guidance on sustainable design and construction measures will be offered in a supplementary planning document on sustainability and climate change mitigation and adaptation.

Indicators

% of schemes including 10 or more homes granted planning permission that achieve levels 4, 5 and 6 of the Code for Sustainable Homes

% of schemes including at least 1,000m² non-residential floorspace granted planning permission that achieve BREEAM “Very Good”, “Excellent” and “Outstanding”.

% of super-major schemes granted planning permission that achieve BREEAM for Communities “Very Good”, “Excellent” and “Outstanding”.

% of new homes and workplaces with high speed broadband access and enabled for Next Generation broadband access



Flood Risk and Water Management

4.16.1 This policy sets out the council's approach to minimising the risk and impact of flooding in the context of new development. It reflects the sequential approach set out in PPS25 'Development and Flood Risk', contributes to meeting objectives 1, 5 and 10 of the Core Strategy and responds to issue 12. In making reference to the need to deliver development above and beyond that which can be accommodated in areas not at risk of flooding, the policy avoids conflicting with other objectives of the Core Strategy, notably objectives 2 and 3.

Context

4.16.2 Increased risk from fluvial and tidal flooding as well as localised flooding caused by rainfall is set to be a significant consequence of climate change. Bristol contains land at risk of flooding, most notably at Avonmouth, St. Philip's Marsh and in the vicinity of the city's main rivers, and the risk of flooding in these areas is set to increase in the "with climate change" scenario, as set out in the Bristol Strategic Flood Risk Assessment.

4.16.3 The risk of flooding has informed the spatial 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. However, the risk of flooding must also be 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.

Policy BCS16

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

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

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

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

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

Explanation

- 4.16.4 New development in Bristol will follow the sequential approach to flood risk, as set out in PPS25 'Development and Flood Risk'. In accordance with the Sequential Test, new development will be directed where possible to the areas with the lowest risk of flooding (Flood Zone 1). Where it does become necessary to consider development on land with a greater risk of flooding, development will, where required by PPS25, also be expected pass the Exception Test, which assesses the development against other considerations such as its broader sustainability benefits, the use of previously developed land and the potential to make the development safe through mitigation.
- 4.16.5 In Bristol, the Sequential and Exception Tests will be undertaken on the basis of the climate change flood zones set out in the Strategic Flood Risk Assessment. In areas of the city not covered by the climate change flood zones as set out in the Strategic Flood Risk Assessment (SFRA), it can be assumed that Flood Zone 2 as existing as set out in the SFRA becomes Flood Zone 3 with climate change, unless there is credible, more detailed and up to date evidence, such as in a site specific FRA.
- 4.16.6 The council's Flood Risk Sequential Test Position Paper (October 2010) sets out how the level of growth set out in the Core Strategy is considered to pass the Sequential Test, and will therefore not prejudice the compliance with the Sequential Test of the Site Allocations & Development Management DPD or Bristol Central Area Action Plan DPD. In short, however:
- Since there is sufficient capacity in Flood Zone 1, no development of sites lying in Flood Zone 3 as existing or with climate change will be required in order to meet the Core Strategy target of 26,400 homes.
 - It is not proposed to designate greenfield sites for industrial and warehousing use where that land is at risk of flooding and does not already benefit from planning permission.
 - Some office development may be necessary on land at risk of flooding in the city centre in order to meet identified employment development needs, given that there are insufficient sites on Flood Zone 1 either in the city centre or elsewhere in the city that would accord with the approach to locating main town centre uses as set out in PPS4 'Planning for Sustainable Economic Growth' and would therefore be considered "reasonably available" for the purpose of the Sequential Test as set out in PPS25.
- 4.16.7 Development proposed on sites not covered by the Site Allocations & Development Management DPD or Bristol Central Area Action Plan DPD that are at risk of flooding will also need to pass the Sequential Test and, where required, the Exception Test as set out in PPS25, other than in the case of changes of use and development defined by PPS25 as "minor development". The Sequential Test should be undertaken as part of the application for planning permission. Further guidance on the Sequential and Exception Tests is available in PPS25, the PPS25 Practice Guide and the Environment Agency's standing advice.
- 4.16.8 Flood mitigation measures should be outlined in Flood Risk Assessments submitted with applications for planning permission. Mitigation measures

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

- 4.16.9 A strategy for SUDS should be included in the Sustainability Statement submitted in accordance with Policy BCS13. The strategy should demonstrate that the optimal approach to SUDS has been taken for the site, having regard to the type of development proposed and any constraints that may limit the options available.

Policy Delivery

The sequential approach will be delivered through the site allocations process and through the development management process on unallocated sites.

The requirement for mitigation measures will be delivered through the development management process, by means of the requirement for on-site works or the use of planning obligations or a Community Infrastructure Levy (CIL) for off-site works.

The requirement for SUDS will be delivered through the development management process, by means of Policy BCS13's requirement for Sustainability Statements and the implementation of Policy BCS15.

The council will work with the Environment Agency to consider responses to flood risk including measures to secure flood defences.

Indicators

**Number of planning permissions granted contrary to Environment Agency advice on flooding and water quality grounds
(Core Output Indicator E1)**

% of schemes including 10 or more homes granted planning permission within Flood Zone 3

Affordable Housing Provision

- 4.17.1 This policy sets out when affordable housing provision will be required and indicates the proportions which will be sought. The policy addresses objectives 1, 2 and 4 of the Core Strategy and responds to issue 1.

Context

- 4.17.2 Affordable housing is defined as housing that meets the needs of households whose income does not allow them to rent or buy at prevailing local market prices. It can include social rented housing (i.e. rented housing owned and managed by local authorities or Registered Providers) or intermediate housing (where housing prices and rents are above social rent but below market prices or rents). Examples of intermediate housing include shared ownership (part rent / part sale), equity loan and intermediate rent.
- 4.17.3 The need for affordable housing in Bristol is high. In 2006 lowest level house prices were more than eight times that of lower level earnings. This affordability gap has resulted in high levels of housing need which have not been met by lettings of local authority and housing association stock.
- 4.17.4 To better understand the workings of housing markets at the sub-regional and local level the council has jointly commissioned a Strategic Housing Market Assessment. The assessment has demonstrated a high level of need for affordable housing in the city, taking account of current and future projected market conditions. Including existing households on the housing register, and the needs of newly forming households, the assessment estimates a net annual requirement for approximately 1,500 new affordable homes over the next 12 years. The assessment also provides a profile of this need in terms of likely tenure split between rented and intermediate affordable housing and the likely type / size requirements.
- 4.17.5 Whilst the level of affordable housing need is very high, planning targets have been based on a range of considerations as well as need, including land supply, delivery through other sources and viability. To understand the capacity of private development to deliver affordable housing the council has commissioned a viability assessment. The assessment has taken account of market prospects and a range of cost implications including other Section 106 obligations and the requirements of the Community Infrastructure Levy. The assessment has identified some geographical variance in viability across the city. This variance has supported the geographical variation to the setting of affordable housing percentages.

Policy BCS17

Affordable housing will be required in residential developments of 15 dwellings or more. The following percentage targets will be sought through negotiation:

- 40% in North West, Inner West and Inner East Bristol;
- 30% in all other locations;

In residential developments below 15 dwellings an appropriate contribution towards the provision of affordable housing may be sought (either as a financial contribution or as on site provision) in accordance with any relevant policy in the Site Allocations & Development Management Development Plan Document.

Residential developments should provide a mix of affordable housing units and contribute to the creation of mixed, balanced and inclusive communities. The tenure, size and type of affordable units will reflect identified needs, site suitability and economic viability.

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

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

Explanation

4.17.6 The council will seek affordable housing from residential developments in accordance with the stated threshold and percentages. Diagram 4.17.1 identifies the indicative percentage levels expected by the council in different areas of the city. The tenure and type / size profile of the affordable housing will be guided by the Strategic Housing Market Assessment and other local housing requirements. An indicative citywide tenure split of 77% social rented affordable housing and 23% intermediate affordable housing will be sought.

4.17.7 The council is undertaking further viability work to determine whether financial contributions can be sought from residential developments below 15 units. The council is proposing to bring forward a Development Management policy as part of the Site Allocations & Development Management DPD. The policy will set out the minimum site size and the range of contributions to be sought.

4.17.8 The council will expect the affordable housing to be delivered without public subsidy and provided on site. Where the council's affordable housing target cannot be provided, the developer will need to demonstrate that the scheme will not be financially viable unless the council accepts a lower or different affordable housing contribution. In such cases the council will expect a full development appraisal to be submitted for independent validation.

Policy Delivery

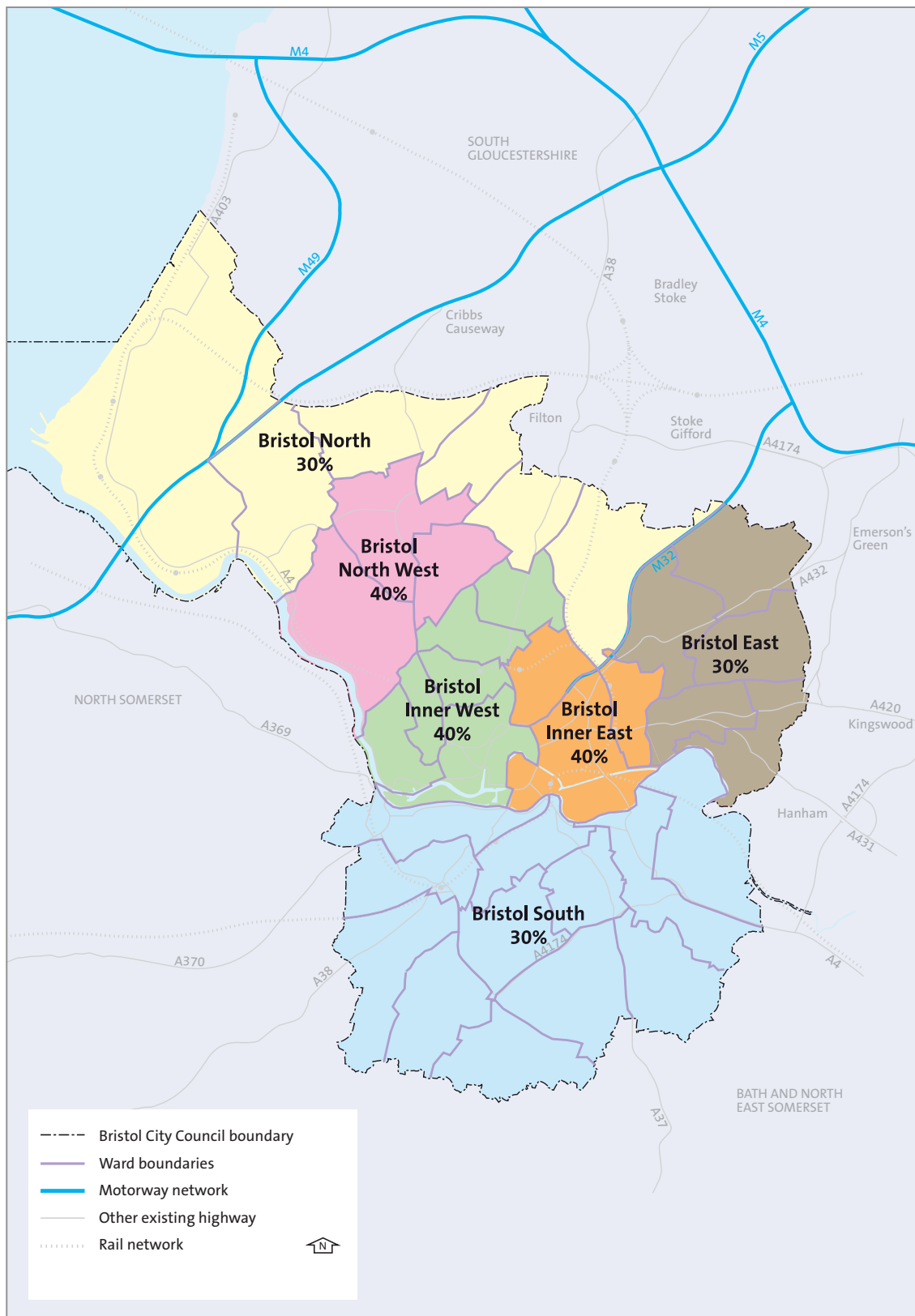
Affordable housing will be delivered in accordance with the council's Housing Strategy and Affordable Housing Delivery Plan. The detailed mechanisms for delivery will be set out in a future supplementary planning document.

The quantity, tenure balance and type/size mix of the affordable housing will be agreed with the council's Affordable Housing Development Team through the development management process. Where the developer has demonstrated the scheme to be unviable and this has been independently validated, the council may consider the use of alternative mechanisms to achieve the full affordable housing requirement.

Targets	Indicators
Provision of 6,650 affordable homes up to 2026.	Gross affordable housing completions (incl. new build, acquisitions and conversions) citywide and by to zone per annum broken down as follows: a) Social rented homes provided b) Intermediate homes provided c) S106 without public subsidy d) S106 with public subsidy e) All other public subsidy f) Affordable homes total (incorporates Core Output Indicator H5)
	Average percentage of affordable housing secured through application of policy by zone per annum.



Diagram 4.17.1: Affordable Housing Percentage Requirements by Strategic Housing Market Assessment Zone



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Housing Type

- 4.18.1 This policy will ensure that new residential development provides for a range of housing types to help support the creation of mixed, balanced and inclusive communities. The policy address objectives 1, 2 and 4 of the Core Strategy and responds to issue 1.

Context

- 4.18.2 A neighbourhood with a mix of housing tenures, types and sizes will be more able to meet the changing needs and aspirations of its residents, through changing life stages, household shapes and sizes or changes in income. Providing greater housing choice increases the opportunities for households to remain within their communities and promotes social equality and inclusion by easing geographical constraints on the search for appropriate homes. Conversely, an excess of single forms of dwelling, for example flatted development and sub-divisions, will gradually limit housing choice or harmfully erode the mix and balance of a community.
- 4.18.3 Facilitating more balanced communities, comprising a range of ages, household types and incomes may also help achieve wider social policy goals, such as reducing concentrations of poverty and social exclusion and improving health and wellbeing. It can provide specific beneficial effects that may alleviate disadvantage. For example, supporting local shops and services ensuring they remain viable over time; avoiding potential peaks and troughs of demand for local facilities; increasing the potential for mutual support, interaction, surveillance and learning between social groups and age bands and ensuring the local availability of a wide range of skills and professions.
- 4.18.4 Whilst Bristol has a reasonable mix of housing overall, this is not always reflected at the local level. In recent years the city has seen significant growth in flatted development, both new build and through sub-divisions of existing dwellings. The share of flats in the housing stock is forecast to rise further, particularly in central urban areas. The increasing concentration of flats at high densities in certain parts of the city may not provide opportunities for families.
- 4.18.5 Evidence provided in the Strategic Housing Market Assessment suggests that new developments should provide or contribute to a mix of housing types and avoid excessive concentration of one particular type. This should include the provision of more family sized accommodation as well as accommodation for smaller households. In addition new developments should typically provide for proportions of both social rented and intermediate affordable housing.

Policy BCS18

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

To achieve an appropriate tenure, type and size mix the development should aim to:

- Address affordable housing need and housing demand;
- Contribute to the diversity of housing in the local area and help to redress any housing imbalance that exists;
- Respond to the requirements of a changing population;
- Employ imaginative design solutions.

Residential developments should provide sufficient space for everyday activities and to enable flexibility and adaptability by meeting appropriate space standards.

Explanation

- 4.18.6 In order to help create mixed, balanced and inclusive communities, development will need to make provision for a range of housing tenures, types and sizes. This will include the provision of affordable housing as set out in Policy BCS17. An appropriate mix of housing will need to be provided within individual developments, proportionate to the scale of development proposed. Smaller schemes will need to contribute to the mix of housing across the area.
- 4.18.7 The policy criteria will help to achieve an appropriate mix of housing in all new residential development. Schemes will be expected to take account of housing need and demand, to have regard to the composition of the local housing stock and demographic changes and to respond to site related issues through imaginative design solutions. A number of evidence sources including the Strategic Housing Market Assessment together with supplementary Neighbourhood Housing Studies can be used to inform the approach.
- 4.18.8 Building to suitable space standards will ensure new homes provide sufficient space for everyday activities. Homes can also be used more flexibly and adapted more easily by their occupants to changing life circumstances. The council will apply to all residential development the same standards used by the Homes and Communities Agency in the delivery of its projects and programmes. The Lifetime Homes standard will also be used to assess the accessibility and adaptability of new housing.

Policy Delivery

This policy will be delivered through the development management process (see also Policy BCS17) and informed by guidance set out in a future supplementary planning document addressing housing mix..

Indicators

Number and percentage of new market dwellings completed by number of bedrooms and unit type to include:

- Flats/maisonettes/apartments (1 to 4+ bedrooms)
- Houses and bungalows (1 to 4+ bedrooms)

Number and percentage of new affordable dwellings completed by number of bedrooms and unit type to include:

- Flats/maisonettes/apartments (1 to 4+ bedrooms)
- Houses and bungalows (1 to 4+ bedrooms)



Gypsies and Travellers and Travelling Showpeople

- 4.19.1 The aim of this policy is to set out the council's approach to meeting the established unmet need for accommodation for Gypsies & Travellers and Travelling Showpeople in Bristol for the period up to 2011. The policy also provides guidance on the location of sites.
- 4.19.2 The provision of adequate site provision resulting from this approach will address objectives 1, 2 and 4 of the Core Strategy and respond to issue 1.

Context

- 4.19.3 Legislation requires local authorities to consider the accommodation needs of Gypsies & Travellers, including Travelling Showpeople. Bristol City Council in conjunction with Bath & North East Somerset, North Somerset and South Gloucestershire Councils, commissioned a Gypsy and Traveller Accommodation Assessment for the West of England sub-region. The purpose of the assessment was to calculate in detail additional pitch requirements for the period 2006-2011 and provide indicative figures for the following five years.
- 4.19.4 For the period to 2011, the assessment identified a requirement for Bristol of 24 residential pitches for Gypsies & Travellers and 8 plots for Travelling Showpeople. It also identified the need for 20 transit pitches for Bristol but concluded that owing to the existing provision on the transit site at Kings Weston Lane that there was no additional requirement. However, facilities on site require refurbishment or replacement. Conditions there can be unpleasant owing to the existing sewage treatment works and proximity to the motorway. The site is also located within a high-risk flood zone. Therefore, the council will identify appropriate replacement transit site provision in addition to the recommended provision for the period to 2011 in the assessment.

Policy BCS19

The following considerations will be taken into account in the determination of locations for Gypsy & Traveller and Travelling Showpeople sites:

- Proximity of the site to local services and facilities;
- Access to the primary route network and to public transport;
- Safe pedestrian, cycle and vehicular access onto the site;
- Adequate provision for parking, turning and servicing;
- Adequate provision for storage and maintenance where needed for Travelling Showpeople;
- Inclusion of suitable landscaping treatment;
- Impact on the character and appearance of the surrounding area;
- The acceptability of living conditions for future occupiers of the site.

Sites should not be located within the Green Belt and should not be located within Flood Zone 2 (unless the Exception Test in PPS25 is passed) or Flood Zones 3a or 3b.

Suitable sites will be identified to meet the established need for Gypsies & Travellers and Travelling Showpeople for the period to 2011. Needs beyond 2011 have not been assessed but the considerations set out in this policy will also apply to any sites proposed to meet assessed needs arising after 2011.

Explanation

- 4.19.5 Although Travelling Showpeople are excluded from the planning definition of Gypsies and Travellers, they are included within the definition of Gypsies and Travellers (for the purposes of undertaking GTAA's) as defined under Section 225 of the Housing Act 2004. Owing to the similarity in locational requirements the same policy approach can be adopted in the Core Strategy. The criteria set out in this policy will be used to guide the identification of suitable sites for inclusion within the Site Allocations & Development Management DPD. It will also be used to assess any applications submitted.
- 4.19.6 In the event of planning permission being granted for non-allocated sites, the council will take this into account in the allocation of new sites. Where permission is granted for a Gypsy & Traveller or Travelling Showpeople site, occupation of the site will be restricted to those persons genuinely falling within the appropriate definitions set out in government circulars 01/2006 and 04/2007.

Policy Delivery

The policy will be delivered through the development management process in accordance with the Core Strategy and Site Allocations & Development Management DPD.

The Site Allocations & Development Management DPD will identify sites to meet the identified need for pitches for the period up to 2011.

A bid was submitted to the Homes & Communities Agency for the 2009/10 Gypsy Traveller Site Grant to fund a range of innovative proposals to meet the need for an additional 24 residential Gypsy & Traveller pitches and 8 Showpeople's pitches by 2011, however it was unsuccessful. A new bid was submitted in April 2010 for funding to develop 16 pitches, however, funding for Gypsy & Traveller sites has been withdrawn. The City Council is exploring the possibility of the delivery of sites (to meet identified need for the period to 2011) on council owned land.

The assessment also provided indicative figures of 6 residential pitches for Gypsies & Travellers and 3 plots for Travelling Showpeople for Bristol for the period 2011-2016.

Targets	Indicators
To deliver GTAA pitch requirements for Gypsies and Travellers and Travelling Showpeople by 2011.	Net additional pitches (Gypsies and Travellers): a) Permanent b) Transit c) Showpeople d) Total (Core Output Indicator H4)



Effective and Efficient Use of Land

4.20.1 The policy aims to ensure that all development maximises opportunities to re-use previously developed land and also uses land in the most efficient way possible. These principles meet objectives 1, 2, 4, 5, 6 and 8 of the Core Strategy and respond to issues 1, 7 and 10.

Context

4.20.2 The majority of recent development in Bristol has been on previously developed land. Residential completions on previously developed land have exceeded 95% over the last 10 years. It is expected that previously developed land will continue to play a significant role in meeting housing and other development requirements across the city.

4.20.3 Land continues to be used efficiently within the city, with 96% of residential completions since 2000 exceeding 30 dwellings per hectare. The efficient use of land requires appropriate densities to be achieved for all development. This will depend on the level of accessibility to employment opportunities, services and other facilities. Modelling undertaken by the council indicates that most areas of the city have good accessibility to these uses by public transport, walking and cycling.

Policy BCS20

New development will maximise opportunities to re-use previously developed land.

Where development is planned opportunities will be sought to use land more efficiently across the city. Imaginative design solutions will be encouraged at all sites to ensure optimum efficiency in the use of land is achieved. Higher densities of development will be sought:

- In and around the city centre;
- In or close to other centres;
- Along or close to main public transport routes.

For residential development a minimum indicative net density of 50 dwellings per hectare will be sought. Net densities below 50 dwelling per hectare should only occur where it is essential to safeguard the special interest and character of the area.

The appropriate density for any individual site will be informed by:

- The characteristics of the site;
- The local context;
- Its current and future level of accessibility by walking, cycling and public transport to a range of employment, services and facilities;
- The opportunity for a mix of uses across the site;
- The need to provide an appropriate mix of housing to meet the community's needs and demands;
- The need to achieve high quality, well designed environments.

Explanation

- 4.20.4 Diagram 4.20.1 broadly illustrates how the approach to efficient use of land would be expressed in different areas of the city. It is not intended to directly inform decisions on planning applications and does not take into account changes in accessibility that will arise from the implementation of planned major transport schemes. Furthermore, it does not identify the opportunities for higher density forms of development which may arise if a new centre is established in South Bristol. Diagram 4.20.2 overleaf illustrates various levels of residential densities from areas across the city.
- 4.20.5 Development will be expected to maximise opportunities for the re-use of previously developed land, however the release of some undeveloped land will be necessary to accommodate development needs as explained elsewhere in this strategy.
- 4.20.6 Development will be sympathetic to local character and provide high quality living environments and housing choice. Higher densities should be sought where current accessibility levels are good and where planned improvements in accessibility (identified on the Key Diagram) have a reasonable certainty of being delivered, for example the 'Full Approval' of a scheme by the Department of Transport following a Major Scheme Bid. In accordance with this policy, opportunities should also be taken for imaginative design and arrangement of mixed uses in development to allow for increased plot ratios and the creation of more compact urban forms.

Policy Delivery

This policy will be delivered through the development management process and informed by guidance set out in future supplementary planning documents addressing housing mix and urban design.

Policy BCS2 sets out the approach to Bristol City Centre.

Policy BCS7 sets out the approach to the network of town, district and local centres in Bristol.

Policy BCS21 sets out the approach to quality urban design.

Indicators

Percentage of new and converted dwellings on previously developed land per annum (Core Output Indicator H3)

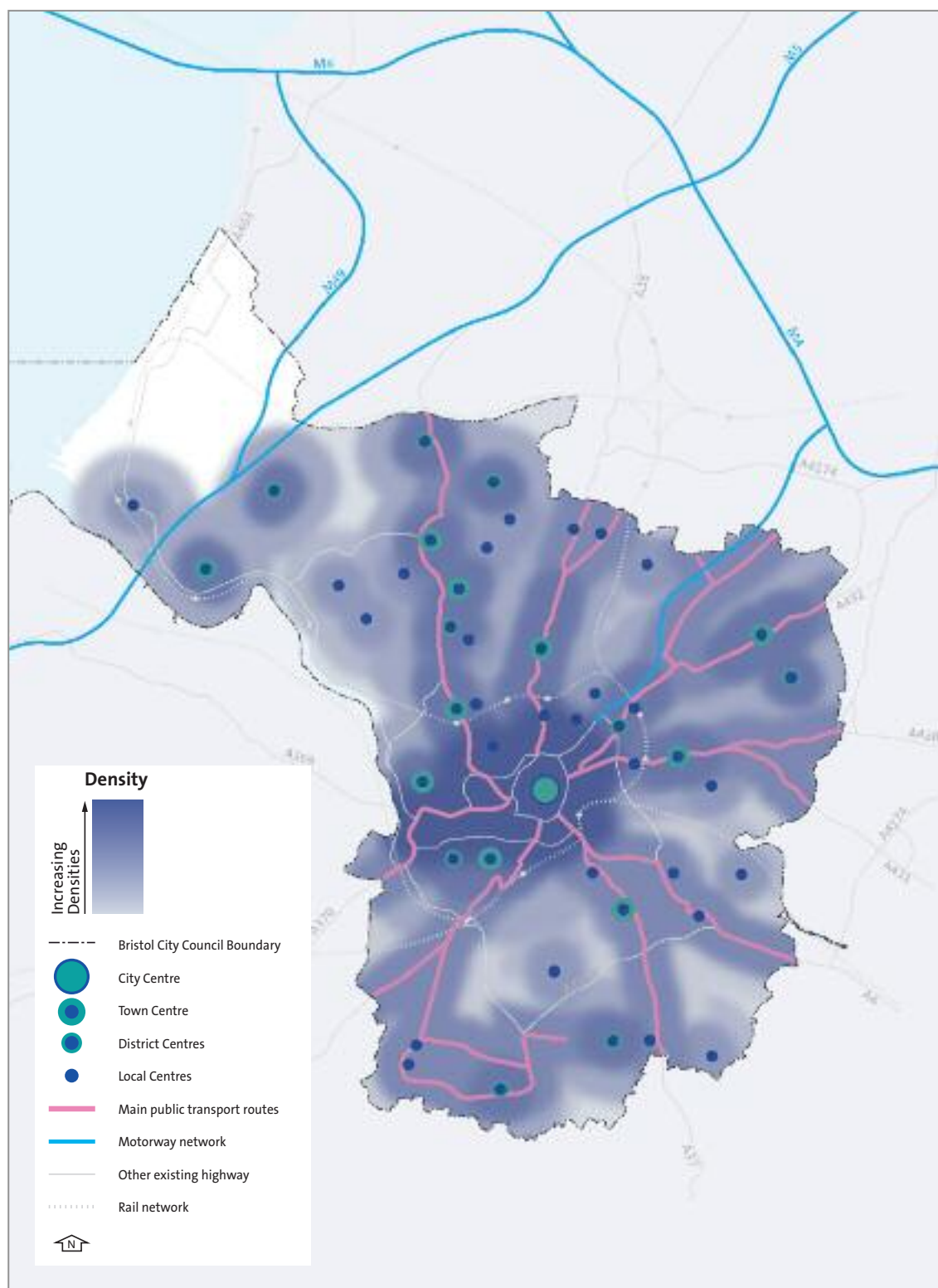
Percentage of new dwellings completed per annum at:

- i) Less than 30 dwellings per hectare
- ii) Between 30 and 50 dwellings per hectare
- iii) Between 50 and 60 dwellings per hectare
- iv) Between 60 and 100 dwellings per hectare
- v) Above 100 dwellings per hectare

Citywide density mapping showing average density of new dwellings completed every 5 years by Lower Layer Super Output Area (LSOA)



Diagram 4.20.1: Approach to the efficient use of land (illustrative)



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Diagram 4.20.2: Examples of Residential Densities

The following are examples of different residential densities from both recent developments and established residential areas.

200 dph
Wapping
Wharf
(proposed
development)



150 dph
The Zone,
St Philip's



120 dph
Totterdown



100 dph
The Point



85 dph
Southville



50 dph
Pen Park



dph = dwellings per hectare

Aerial photography © Blom Pictometry 2009
Wapping Wharf imagery © AIMS Ltd 2004

Quality Urban Design

- 4.21.1 The aim of this policy is to ensure that all new development in Bristol achieves high standards of urban design. The policy sets out criteria for the assessment of design quality in new development and sets standards against the established national assessment methodology 'Building for Life'. Reference is also made to the role of community involvement in the design process.
- 4.21.2 The policy contributes to meeting objectives 1, 2, 5, 6, 7, 8 and 11 of the Core Strategy and responds to issues 7, 10, 11 and 15.

Context

- 4.21.3 Bristol has a rich and varied townscape. At the heart of the city centre lies the mediaeval walled city, which is bordered by later mediaeval and early Georgian expansion. Georgian development at St. Paul's, Kingsdown, Clifton and Hotwells forms an arc to the north of the city centre, while densely developed industrial communities lie to the south and east in Bedminster, Easton and the surrounding areas. Beyond these areas are a number of affluent Victorian and Edwardian neighbourhoods and inter-war suburbs, particularly to the north. As Bristol has expanded it has also subsumed a number of surrounding villages such as Westbury-on-Trym, Bishopsworth, Brislington, Henbury and Stapleton, many of which retain a distinct identity and character. Elsewhere, post-war housing estates predominate, along with suburban development from the late 20th Century. Large areas of industrial development can be found at Avonmouth and St. Philip's Marsh.
- 4.21.4 This varied townscape is set within a unique and dramatic natural landscape defined by the valleys of the Rivers Avon, Frome, Trym and Malago and the flood plain of the Severn Estuary. These attributes contribute towards the city's quality and local identity, creating many distinctive urban and natural landscape features and allowing significant views within and across the city.
- 4.21.5 The fabric of the city, particularly the city centre, has seen a number of interventions during the post-war years in the interests of redevelopment and road building. These have not always proven to be to the benefit of the city's social, economic or cultural wellbeing. More recent regeneration initiatives from the mid-1990s onwards have seen considerable investment and new development within the city centre, particularly at Broadmead, Harbourside and Temple Quay.
- 4.21.6 Quality urban design has a key role to play in place shaping and enhancing the city's positive features, as well as repairing the damage caused by insensitive development in the past. Through quality urban design, development can help to create distinctive, linked, sustainable places that support social inclusion and community cohesion. This in turn engenders a sense of ownership and belonging, and can help to promote social interaction and encourage healthy lifestyles.
- 4.21.7 Whilst considerable progress has been made in recent years in improving the design quality of development within the city, there is a recognised desire to further raise standards. National methodologies including Building For Life and Lifetime Homes can assist in raising and monitoring standards.

Policy BCS21

New development in Bristol should deliver high quality urban design. Development in Bristol will be expected to:

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

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

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

Explanation

- 4.21.8 Successful urban design is founded upon an understanding and respect for an area's unique built, natural, cultural and socio-economic context. Development in Bristol should therefore be informed by context analysis such as that which will inform the Bristol Central Area Action Plan. Design can contribute positively to local character by responding to the underlying landscape structure, distinctive patterns and forms of development and local culture.
- 4.21.9 Creating an accessible and permeable public realm, connecting places and spaces, will help to ensure that many daily needs can be met within walking and cycling distance. The layout, form and mix of development should support walking, cycling and public transport provision. Opportunities should be taken to create or reinforce a logical and legible hierarchy of routes, intersections and public spaces, the design of which will vary dependent upon movement, activities and uses supported. Built form should be used to assist in this regard, with the inclusion of focal buildings and features where appropriate to act as visual points of reference.
- 4.21.10 Development should be arranged in a coherent manner that makes efficient use of land and infrastructure. This will be best achieved by integrating with existing streets, public spaces and development edges and by configuring buildings to create clearly defined public / active fronts and private / passive backs.
- 4.21.11 The built environment should be designed to deliver safe, secure, attractive, healthy, comfortable and convenient places in which to live, work, play and spend time. Development should take the opportunities available to improve the quality and appearance of an area and the way it functions. The built environment should be inclusive, respecting how people experience the city and addressing the needs of all in society.
- 4.21.12 Development should deliver a multi-functional public realm comprising streets and spaces that can accommodate a range of appropriate uses and activities both now and in the future, which will assist in providing animation, vitality and surveillance. The provision and enhancement of green infrastructure and delivery of a coherent landscape scheme should be planned as an integral part of any development. Major development schemes should also enable the delivery of permanent and temporary public art, promoting a multi-disciplinary approach to commissioning artists in the design process.
- 4.21.13 A high quality built environment should consider the amenity of both existing and future development. Consideration should be given to matters of privacy, outlook, natural lighting, ventilation, and indoor and outdoor space. Development should also take account of local climatic conditions.
- 4.21.14 Quality development should be achieved through a robust and collaborative design process from inception to completion on the ground. The design process should go beyond the development construction phase and should also ensure that suitable management arrangements and maintenance regimes are put in place. The Design and Access Statement that accompanies a planning application should demonstrate how development proposals contribute to the criteria set out within this policy. The drafting of Design and

Access Statements should evolve under the design process, and both inform and be informed by the development proposals.

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

Policy Delivery

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

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

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

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

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

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

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

■ PAN15 “Responding to Local Character – A Design Guide” (1998)

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

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

Indicators

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



Conservation and the Historic Environment

- 4.22.1 The aim of this policy is to ensure that all new development safeguards or enhances the historic environment. In so doing the policy contributes to meeting objectives 5, 6, and 7 of the Core Strategy and responds to issues 10 and 11.

Context

- 4.22.2 Bristol has a rich and varied heritage. Important Palaeolithic finds have been made in Shirehampton and at St Anne's, while a complex Bronze Age landscape has been revealed at Avonmouth. Iron Age hillforts at Blaise Castle, Kings Weston Down and Clifton Down are visible reminders of the late prehistoric heritage of the region. The area was prosperous in the Roman period and a number of important sites including villas and the small Roman town of Sea Mills are found within Bristol.
- 4.22.3 Bristol as an urban centre was established by the late 10th Century and quickly grew into one of the most important mediaeval ports and cities in the country. It was at the forefront of early transatlantic exploration, colonisation and trade and many important industries were established in the 17th and 18th centuries.
- 4.22.4 Bristol has fine examples of Georgian and Regency architecture, while Portland Square and Queen Square are two of the highest quality designed squares in Europe. Fine examples of Victorian engineering and industrial and commercial buildings may be found in Bristol. Its topography, complex geology and rich heritage have resulted in a diverse built form and the establishment of distinctive neighbourhoods and areas, qualities that have helped to define the city's appeal to both residents and visitors.

Policy BCS22

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

- Scheduled ancient monuments;
- Historic buildings both nationally and locally listed;
- Historic parks and gardens both nationally and locally listed;
- Conservation areas;
- Archaeological remains.

Explanation

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

Policy Delivery

This policy will be delivered through the development management process.

Designated conservation areas, buildings that are statutorily listed and Scheduled Ancient Monuments are protected under national legislation.

More specific policies and proposals for the protection and enhancement of heritage assets will be outlined in detailed local policies through the Site Allocations & Development Management DPD. Further detailed guidance on design and the historic environment will be contained within a future supplementary planning document on urban design.

A citywide urban context analysis will be undertaken as set out under Policy BCS21. This will enable the production of a list of buildings and other heritage assets of special local interest.

Conservation Area Character Appraisals and the Bristol Historic Environment Record will also be used to inform and understand the contribution heritage assets make to the city's character, identity and history.

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

- SPD7 "Archaeology and Development" (March 2006)
- SPD1 "Tall Buildings" (January 2005)
- PAN8 "Shopfront Guidelines" (1997)
- PAN15 "Responding to Local Character – A Design Guide" (1998)
- "Conservation Area Enhancement Statements" (1993)
(Until superseded by Conservation Area Character Appraisals)

PPS5 "Planning for the Historic Environment" and the accompanying "Historic Environment Planning Practice Guide" contain national planning policies and practice towards the historic environment and heritage assets. These will inform decisions on specific proposals.

Targets	Indicators
Reduction in heritage assets at risk on national register	Heritage assets at risk on national register
Reduction in listed buildings on the “Listed Buildings at Risk in Bristol” register	Number of listed buildings on the “Listed Buildings at Risk in Bristol” register
Additional conservation area character appraisals and management plans completed	Number of conservation area character appraisals and management plans completed



Pollution

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

Context

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

Policy BCS23

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

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

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

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

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

Explanation

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

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

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

- 4.23.5 Air Quality Management Areas are defined where local concentrations of nitrogen dioxide (NO₂) and particulate matter (PM10) exceed national targets. There is currently one designated Air Quality Management Area within the city, which covers the central area and major roads into the city centre. It would not be appropriate to resist all new development in such areas as they are often in the most sustainable locations. However, regard should be had to opportunities to minimise the contribution of development to airborne pollution and the impact on new development of existing airborne pollution in these areas. Diffuse pollution from development close to watercourses can be reduced through filtration and interception.

Policy Delivery

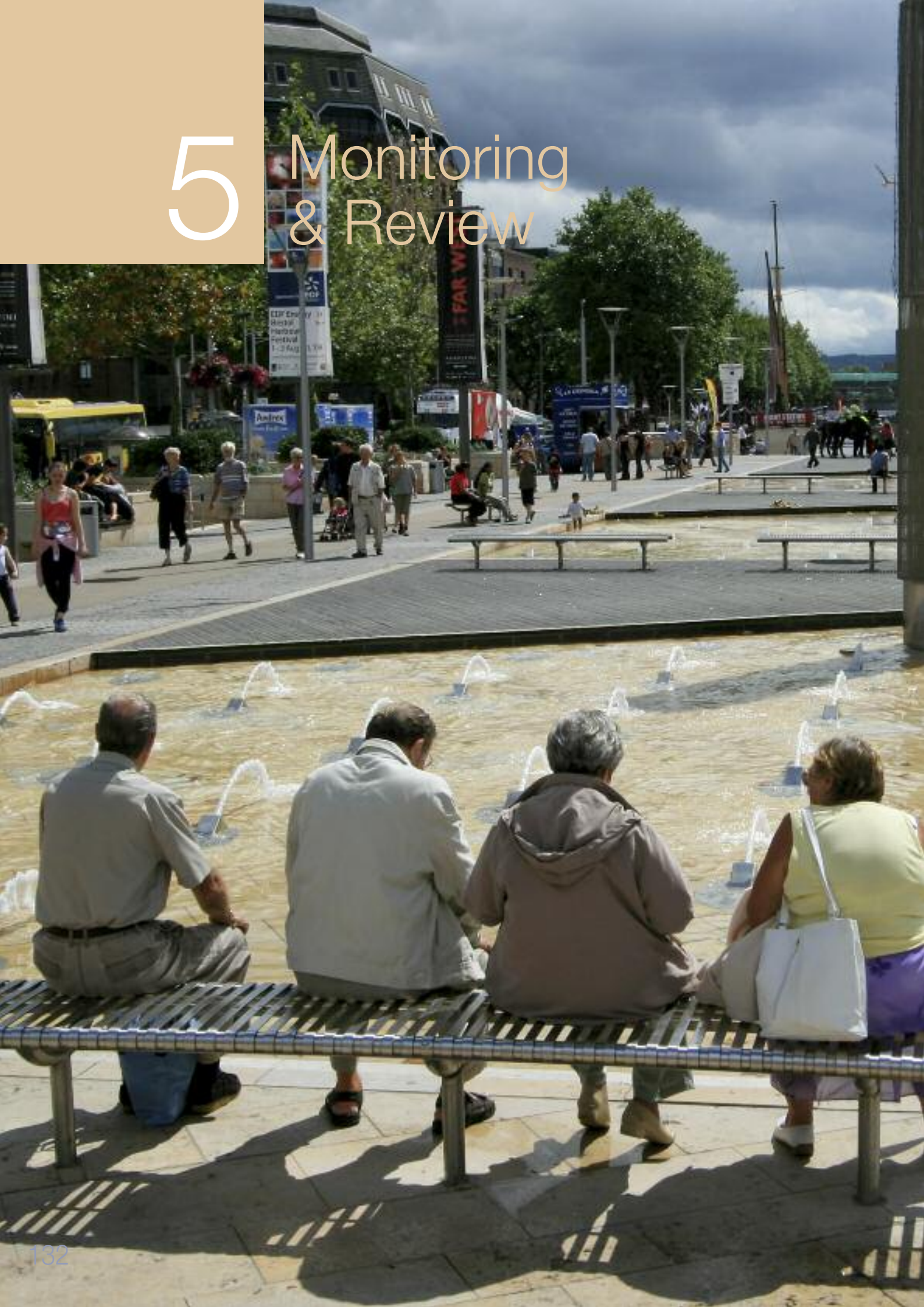
This policy will be delivered through the development management process and through the development of further policies in the Site Allocations & Development Management DPD.

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

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

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

5 Monitoring & Review



5. Monitoring and Review

- 5.1 The principal means for monitoring the Core Strategy will be the Annual Monitoring Report which is published each year in December. This will monitor wider social, environmental and economic issues, together with key drivers of spatial change and implementation of the Core Strategy policies. The Annual Monitoring Report will also provide commentary on how policies are being delivered. In future the Annual Monitoring Report will also help to identify whether policies need to be amended or replaced.
- 5.2 Each section of the Core Strategy establishes selected indicators for monitoring the policies. Targets have also been set where these would assist delivering the objectives of the Core Strategy.
- 5.3 It is intended that in addition to the monitoring set out in the Annual Monitoring Report a five-yearly cycle of more comprehensive monitoring and review of the Core Strategy is established with an interim review date of 2016 and a major review date of 2021. Review processes would commence at least two years in advance of the review date in order to allow any new policies to be adopted in a timely manner.
- 5.4 The Core Strategy sets out various standards to be achieved by specified times in the future. Over time some approaches may need to be changed in response to new evidence or evolving circumstances. For example, approaches to climate change policies may be affected by changing technologies which could mean that in future higher standards of environmental performance can be achieved than can currently be envisaged. Therefore, partial reviews of the Core Strategy may be carried out from time to time in response to such emerging issues.

Appendices



Appendix A:

Schedule of Replaced Local Plan Policies

In September 2007 the government agreed that certain policies contained within the adopted Bristol Local Plan (December 1997) could be “saved” pending the production of the Bristol Development Framework.

The adoption of the Core Strategy means that certain of these saved policies are no longer required as the principles contained within them are fully covered by the Core Strategy or supplementary planning documents programmed for adoption at the same time. Other saved policies have become redundant as they are covered by national policy or other legislation, or relate to site allocations for development that have since been delivered or are no longer sought.

Table A1 contains a list of policies contained within the adopted Bristol Local Plan (December 1997) that will no longer be saved as of the adoption of the Core Strategy. Other adopted Local Plan policies previously saved but not listed in table A1 will remain saved until superseded by the adoption of future development plan documents.

Table A1: Schedule of replaced policies, Bristol Local Plan December 1997

Policy	Subject
ME1	Energy Conservation
ME3	Protection from Hazardous Substances
ME9	Development and Flood Risk
ME11	Recycling
ME12	Avoidance of Dereliction
NE4	Watercourses and Wetlands
NE8	Protected Species
NE10	Landscape Restoration
NE12	Open Space: Creation and Enhancement
NE14	Green Belt: Development Control
B1	Design Criteria and Development
B3	Accessibility
B4	Safety and Security
B7	Landscape Treatments and Environmental Works
B8	Development Criteria for New Housing
B12	Advertisements: Hoardings
B13	Conservation Areas & Listed Buildings: General Principles

Policy	Subject
B14	Designation of Conservation Areas
B19	Listed Buildings: Alterations
B20	Listed Buildings: Urgent Repairs and Demolition
M4	Public Transport: Buses and Park and Ride
M5	Park and Ride: Avonmouth Site
EC1	Promoting Growth: Environmental Considerations
EC7	Industrial and Commercial Regeneration
EC8	Industrial Nuisance
EC9	Specific Uses: Car Breakers and Open Site Users
EC10	Community Benefit from Economic Development
S1	Protection of Shopping Facilities
S2	Existing Shopping Centre Hierarchy
S4	Upgrading and Regeneration
S7	Local Shops
S9	Out of Centre Shopping
H1	Retention of Residential Accommodation
H5	Accessible Housing
H6	Community Benefit from Development
H7	Conversion/Sub-Division of Existing Houses
H9	Affordable Housing
H12	Gypsies and Other Travelling People
CS4	City Farms
CS6	Expansion of Other Schools and Colleges
CS7	Higher Education Facilities
CS8	Primary Health Care Facilities
CS10	Community Resource Centres
CS11	Day Care Facilities
CS12	New Places of Worship
CS14	Ambulance, Fire and Police Services
L2	Open Space: Children's Play/Amenity Space

L4	Greenways: Additional Facilities
L5	Water Based Leisure: Recreational Facilities
L6	Informal Recreation and Leisure
L9	Sport: Assessment Criteria for New Facilities
L10	Arts and Entertainment: Public Art
CC1	Development and Regeneration
CC2	Mixed Commercial Areas
CC9	Water Frontages (Commercial Vessel Moorings)
A5	Existing Industrial Areas
A6	Built Environment – Road and Rail Approaches
SB1	A New Focus for Regeneration in South Bristol
SB2	Major Regeneration Sites

Appendix B:

Developing the Core Strategy

Community Involvement

The table below summarises the key stages and activities of community involvement which have informed the production of the Core Strategy. Full details of the process are set out in the statement of consultation which accompanies this publication document. Further details are available on the council's web site www.bristol.gov.uk/bdf/

Table B1: Key stages and activities of community involvement

Date	Main activity	Description
• Dec 2004	Land use planning in Bristol – informing Bristol's local development framework	Stakeholder event
Jul 2006	Awareness Raising Leaflet	Publication for comment
Nov 2006	Issues Paper	Publication for comment
Jul 2007	Issues and Options Paper	Publication for comment
• Sep 2007	Citizens' Panel consultation	Panel questionnaire
• Sep 2007	Voluntary sector consultation	Stakeholder forum
• Nov 2007	Issue and Options discussion	Stakeholder event
Jan 2008	Preferred Options Paper	Publication for comment
• Feb 2008	Citizens' Panel consultation	Panel forum
• Feb 2008	Preferred Options discussion	Stakeholder event
• Feb 2008	Voluntary sector consultation	Stakeholder forum
• Jul 2008	Evidence and Requirements Shaping Core Strategy	Stakeholder event
• Aug 2008	How Preferred Options were derived	Stakeholder event
• Sep 2008	Impact of Core Strategy – Neighbourhood Level	Stakeholder event
• Nov 2008	Towards Preferred Options Review	Stakeholder event
Feb 2009	Preferred Options Review	Publication for comment
• Mar 2009	Preferred Options Review discussion	Stakeholder event
Jun 2009	Draft Development Principles	Publication for comment

Date	Main activity	Description
• Jun 2009	Draft Development Principles	Stakeholder event
• July 2009	Development principles – climate change	Stakeholder event
• Sep 2009	Core Strategy progress discussion – approach to housing numbers and green infrastructure	Stakeholder event

Stages of Production

In July 2006 a promotional leaflet entitled “Shaping Bristol over the next 20 years” was distributed to nearly 1,000 individuals and organisations. The leaflet provided an introduction to the Core Strategy and set out the council’s early ideas about what issues the document should address.



The Issues Paper (November 2006) was an early stage in developing the Core Strategy and the first document released for consultation.

The Issues Paper was produced to find out if the public and stakeholders agreed with the issues identified, or if there were additional issues not covered which should be addressed and if so how.

This “frontloaded” stage in the Core Strategy’s preparation was designed to lead to a more robust and informed final document, with the issues and subsequent options at Issues and Options and Preferred Options stages devised through community involvement at the start of the preparation process

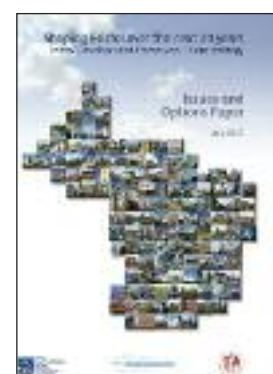


The Issues and Options Paper (July 2007) was the second document released in the development of the Core Strategy.

After evaluating comments from the Issues and Options consultation exercise and undertaking specialised studies to inform a robust evidence base, 18 key issues were identified.

To tackle these issues, 3 options for accommodating growth in homes, jobs and services between now and 2026 were identified:

- Focusing growth in the city centre and fairly evenly across the whole of the city;



- Focusing growth on an expanded city centre;
- Focusing substantial new development in South Bristol.

In addition, the Issues and Options Paper also set out options for:

- Various levels of density for developments, to build on land in Bristol in the most efficient way;
- Alternative ways of providing more affordable housing;
- Options for providing a greater range and type of new homes to reflect future demand.

Views expressed on the Issues and Options Paper from communities and stakeholders were used to inform the Preferred Options Paper.



The Preferred Options (January 2008) was the third document published in developing the Core Strategy. The document:

- Developed a spatial vision and the strategic objectives of the Issues and Options Paper;
- Advanced a single preferred spatial strategy option for the city; and
- Identified the main elements of development principles to guide all development in the city (in the form of core policies).

Alongside the Preferred Options, a Sustainability Appraisal Report was published, assessing the likely significant social, economic and environmental effects of the Core Strategy.

Responses to the consultation were used to inform subsequent stages of the Core Strategy.



The Preferred Options Review (February 2009) was the fourth document published in developing the Core Strategy. This paper explored how the spatial strategy for the city could evolve in response to the Draft Revised Regional Spatial Strategy for the South West Incorporating the Secretary of State's Proposed Changes (July 2008).

The paper contained six options to accommodate the additional new homes required within Bristol to meet the proposed increase to 36,500 dwellings set out in the Proposed Changes. It showed how these options had been considered and set out a suggested approach to accommodating this higher level of development.

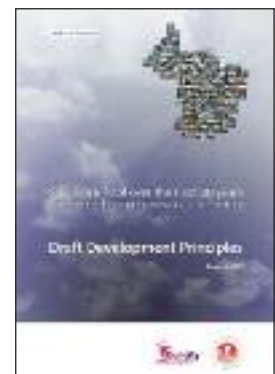
The paper also provided further detail on the content of emerging spatial policies, explaining how the policies had evolved to reflect community involvement. It did not expand upon the emerging development principles set out in the Preferred Options (January 2008), as these were to be addressed by means of a separate development principles consultation to follow.

Alongside the Preferred Options, a Sustainability Appraisal Update Note was published, assessing the likely significant social, economic and environmental effects of the six proposed options.

The Draft Development Principles (June 2009) was the fifth document published in developing the Core Strategy. The paper set out a series of draft development principles policies, applicable to development across the city, which would contribute to achieving the overall aims and objectives of the Core Strategy.

The paper expanded on policies outlined in the Preferred Options (January 2008) and explained how the policies had evolved to reflect community involvement. It did not progress the emerging spatial policies set out in the Preferred Options Review (February 2009). These were updated at the Publication stage having regard to comments received during consultation on the Preferred Options Review.

A Draft Development Principles - Sustainability Appraisal Update was prepared to accompany the Draft Development Principles. The update summarised the sustainability appraisal of likely significant social, economic and environmental effects of the 14 draft development principles.



Sustainability Appraisal

The Planning and Compulsory Purchase Act 2004 requires certain local development documents to undergo Sustainability Appraisal. The purpose of Sustainability Appraisal is to promote sustainable development through better integration of sustainability considerations into the preparation and adoption of plans. Government guidance advises that the Sustainability Appraisal of planning documents is intended to:

- Form an integrated, ongoing assessment of the likely significant effects of planning documents as they are being prepared;
- Provide a means of translating sustainability objectives for the area into sustainable planning policies;

- Reflect global, national, regional, local sustainability problems and issues; and
- Provide an audit trail of how the plan has been revised to take into account the finding of the Sustainability Appraisal.

The Sustainability Appraisal of planning documents must also incorporate (where relevant) the requirements of the European Directive 2001/42/EC on the “assessment of the effects of certain plans and programmes on the environment”. This is commonly referred to as the Strategic Environmental Assessment or “SEA” Directive. The SEA Directive focuses on environmental issues, whilst the broader Sustainability Appraisal also considers social and economic issues.

Appraisal at each stage of production of the Core Strategy has highlighted areas of sustainability weakness and also made suggestions as to enhancement and mitigation of emerging policies.

The results of the Sustainability Appraisal, together with other information the council has drawn together for its evidence base, helped to inform progress from policy options in the Issues and Options (July 2007) to Preferred Options (January 2008).

Appraisal results were used to assess the effects of spatial growth policies in the Preferred Options and Preferred Options Review, to produce the spatial strategy policies in the Publication version. Further appraisals highlighted strengths and weaknesses of topic based policies at the Preferred Options and Draft Development Principles stage. The appraisals informed modification and alterations to the development principles policies in the Publication version.

The appraisal of the publication version provided a final opportunity to evaluate the overall sustainability of the Core Strategy and make necessary refinements and enhancements to policies.

The appraisal results for each stage of the Core Strategy development are available to view in summary and in detail online at www.bristol.gov.uk/sa

Habitat Regulations Assessment

Directive 92/43/EEC on the Conservation of Natural Habitats and Wild Flora and Fauna (the Habitats Directive) provides legal protection for habitats and species of European importance. These habitats and species are designated as Special Areas of Conservation (SACs) and Special Protection Areas (SPAs) and they make up the Natura 2000 network.

Schedule 1 of the Conservation (Natural Habitats, &c) (Amendment) Regulations 2007 (Habitats Regulations) inserts a new Part IVA into the Conservation (Habitats, &c) Regulations 1994 and transposes into English law the requirement to carry out appropriate assessment for land use plans.

Appropriate assessment ensures that the protection of the integrity of European sites is incorporated into the preparation of development plans at both the regional and local level. At the local level it is the responsibility of the local planning authority to ensure that an assessment is carried out in accordance with the Habitats Directive and the amended Habitats Regulations. This must be carried out as a separate exercise to the Sustainability Appraisal. However, there is some overlap between the information required for the two assessments.

For appropriate assessment it is necessary to identify the internationally designated sites occurring both within and outside of the City Council's boundary. This enables an initial assessment to be undertaken of the likelihood of any significant adverse effects on their integrity. Following an initial screening process with Natural England, appropriate assessment has been undertaken for designated sites. For two sites in particular, Avon Gorge and Severn Estuary, the appropriate assessment has led to refinement of policies BCS4 "Avonmouth and Port", BCS14 "Sustainable Energy" and also enhanced the role of BCS9 "Green Infrastructure".

The detail of the appropriate assessment work as part of the Habitat Regulation Assessment is reported upon separately to the Sustainability Appraisal process.

Equalities Impact Assessment

An Equalities Impact Assessment (EqIA) of the Core Strategy was undertaken to make sure that different groups are equally and appropriately treated, to enhance equalities and community cohesion and to close the gap for disadvantaged groups.

The EqIA found that the impacts on the six strands of equalities of gender, race, disability, age, sexual orientation and religion/belief, and upon social cohesion, are likely to be neutral or can be mitigated as set out in the full assessment.

The Equalities Impact Assessment report is available to be viewed on the council's web site.

Appendix C:

Issues, Vision, Objectives, Delivery Strategy Links: Summary Table.

Issue	Spatial Vision	Objectives	Delivery Strategy Policy
1. Having enough homes to meet current and projected population need, with a wider range of unit sizes and tenure type, including affordable homes, particularly where there is inadequate provision and high demand.	Housing to meet local needs	1. Ensuring a sustainable future for Bristol 2. Mixed, balanced and sustainable communities 4. Appropriate housing provision	BCS1 South Bristol BCS2 City Centre BCS3 Northern Arc and Inner East Bristol – Regeneration Areas BCS5 Housing Provision BCS7 Centres and Retailing BCS17 Affordable Housing Provision BCS18 Housing Type BCS19 Gypsies and Travellers and Travelling Showpeople BCS20 Effective and Efficient Use of Land
2 Ensuring the provision of high quality and successful local services, facilities and centres and enabling vulnerable and at risk centres to thrive through protection of existing and future development opportunities.	A growing City Centre Supporting Bristol's centres as the hearts of their communities	2. Mixed, balanced and sustainable communities 8. Improved accessibility and connectivity	BCS1 South Bristol BCS2 City Centre BCS3 Northern Arc and Inner East Bristol – Regeneration Areas BCS7 Centres and Retailing BCS10 Transport and Access Improvements BCS11 Infrastructure and Developer Contributions BCS12 Community Facilities

Continued...

Issue	Spatial Vision	Objectives	Delivery Strategy Policy
3. Providing the environment for healthier living and addressing social and health inequalities in South Bristol, Inner City/East and the Northern Arc.	A transformed South Bristol Regeneration in North and Inner East Bristol Sustainable communities and and high quality urban design	2. Mixed, balanced and sustainable communities 5. Better health and wellbeing	BCS1 South Bristol BCS3 Northern Arc and Inner East Bristol – Regeneration Areas BCS9 Green Infrastructure BCS10 Transport and Access Improvements BCS12 Community Facilities BCS15 Sustainable Design and Construction BCS21 Quality Urban Design BCS23 Pollution
4. Enabling the provision of a high quality accessible education service throughout Bristol.	A transformed South Bristol Regeneration in North and Inner East Bristol Delivering a thriving economy across Bristol	2. Mixed, balanced and sustainable communities 3. Ambitious and sustainable economic growth	BCS1 South Bristol BCS12 Community Facilities
5. Providing for the land use demands of a thriving economy whilst balancing the competing demands on land for housing, employment and social and physical infrastructure.	Balancing industrial renewal with environmental protection at Avonmouth Delivering a thriving economy across Bristol Supporting Bristol's centres as the hearts of their communities	1. Ensuring a sustainable future for Bristol 2. Mixed, balanced and sustainable communities 3. Ambitious and sustainable economic growth	BCS2 City Centre BCS4 Avonmouth and Bristol Port BCS5 Housing Provision BCS7 Centres and Retailing BCS8 Delivering a Thriving Economy BCS9 Green Infrastructure BCS12 Community Facilities

Continued...

Issue	Spatial Vision	Objectives	Delivery Strategy Policy
	Sustainable communities and high quality urban design		
6. Providing employment opportunities where there is particular need for a wider choice of employment.	A transformed South Bristol Regeneration in North and Inner East Bristol Delivering a thriving economy across Bristol	2. Mixed, balanced and sustainable communities 3. Ambitious and sustainable economic growth 5. Better health and wellbeing	BCS1 South Bristol BCS3 Northern Arc and Inner East Bristol – Regeneration Areas BCS8 Delivering a Thriving Economy
7. Improving transport movement and accessibility to employment and community facilities throughout Bristol, with particular need to improve public transport linkages within and between communities in the Lockleaze area and in South Bristol within the Hartcliffe, Hengrove, Knowle and Whitchurch areas, and to ease congestion in the centre.	A transformed South Bristol Regeneration in North and Inner East Bristol Supporting Bristol's centres as the hearts of their communities Delivering a thriving economy across Bristol A city of sustainable travel	2. Mixed, balanced and sustainable communities 3. Ambitious and sustainable economic growth 5. Better health and wellbeing 8. Improved accessibility and connectivity	BCS1 South Bristol BCS2 City Centre BCS3 Northern Arc and Inner East Bristol – Regeneration Areas BCS7 Centres and Retailing BCS8 Delivering a Thriving Economy BCS10 Transport and Access Improvements BCS12 Community Facilities BCS13 Climate Change BCS20 Effective and Efficient Use of Land BCS21 Quality Urban Design
8. Enabling development in leisure, sport, culture and tourism within existing communities and in new development to	A transformed South Bristol A growing City Centre Supporting Bristol's centres as the hearts of	2. Mixed, balanced and sustainable communities 5. Better health and wellbeing	BCS1 South Bristol BCS2 City Centre BCS7 Centres and Retailing BCS9 Green Infrastructure

Continued...

Issue	Spatial Vision	Objectives	Delivery Strategy Policy
give greater opportunity for locally based activities thereby reducing the need to travel.	their communities A city of sustainable travel	8. Improved accessibility and connectivity	BCS12 Community Facilities
9. Promoting regeneration and renewal initiatives across the city but focusing initially on those areas in priority need.	A transformed South Bristol Regeneration in North and Inner East Bristol	2. Mixed, balanced and sustainable communities 5. Better health and wellbeing	BCS1 South Bristol BCS3 Northern Arc and Inner East Bristol – Regeneration Areas
10. Protecting and enhancing Bristol's built and historic environment, ensuring high quality sustainable urban design and construction and attractive and better places and spaces throughout the city.	Sustainable communities and high quality urban design Tackling climate change	1. Ensuring a sustainable future for Bristol 5. Better health and wellbeing 6. High quality built environment 10. Adapting to climate change and promotion of renewable energy	BCS2 City Centre BCS9 Green Infrastructure BCS10 Transport and Access Improvements BCS13 Climate Change BCS15 Sustainable Design and Construction BCS20 Effective and Efficient Use of Land BCS21 Quality Urban Design BCS22 Conservation and the Historic Environment
11. Protecting and enhancing the natural environment and ensuring best use is made of open spaces to meet the needs of residents and employees in the city.	Balancing industrial renewal with environmental protection at Avonmouth Maintaining and improving a network of green infrastructure	1. Ensuring a sustainable future for Bristol 5. Better health and wellbeing 7. High quality natural environment	BCS4 Avonmouth and Bristol Port BCS5 Housing Provision BCS6 Green Belt BCS9 Green Infrastructure BCS13 Climate Change BCS14 Sustainable Energy BCS15 Sustainable Design and Construction

Continued...

Issue	Spatial Vision	Objectives	Delivery Strategy Policy
	Sustainable communities and high quality urban design	10. Adapting to climate change and promotion of renewable energy	BCS21 Quality Urban Design BCS22 Conservation and the Historic Environment BCS23 Pollution
12. Mitigating the causes of climate change and adapting to the effects of climate change, particularly the potential for flooding in the City Centre and Avonmouth.	Balancing industrial renewal with environmental protection at Avonmouth A city of sustainable travel Tackling climate change	1. Ensuring a sustainable future for Bristol 5. Better health and wellbeing 10. Adapting to climate change and promotion of renewable energy	BCS4 Avonmouth and Bristol Port BCS9 Green Infrastructure BCS10 Transport and Access Improvements BCS13 Climate Change BCS14 Sustainable Energy BCS15 Sustainable Design and Construction BCS16 Flood Risk and Water Management
13. Reducing pollution throughout the city and improving air and water quality, noise and light pollution particularly in the inner city and within the Air Quality Management areas.	A city of sustainable travel	1. Ensuring a sustainable future for Bristol 5. Better health and wellbeing 8. Improved accessibility and connectivity	BCS10 Transport and Access Improvements BCS23 Pollution
14. Supporting strategic and local sustainable waste management solutions and enabling minimisation of waste at source.	The Joint Waste Core Strategy addresses this issue.	9. Effective waste management	The Joint Waste Core Strategy addresses this objective. BCS15 Sustainable Design and Construction

Continued...

Issue	Spatial Vision	Objectives	Delivery Strategy Policy
15. Reducing the opportunity for crime.	Sustainable communities and high quality urban design	2. Mixed, balanced and sustainable communities 6. High quality built environment	BCS21 Quality Urban Design
	A prosperous, cohesive and sustainable city, a Regional and Green Capital which is a great place to live	11. Community involvement and engagement	BCS1 South Bristol BCS3 Northern Arc and Inner East Bristol – Regeneration Areas BCS9 Green Infrastructure BCS21 Quality Urban Design

Appendix D:

Document References

Planning Policy Statements (DCLG):

- PPS3 “Housing” (June 2010)
- PPS4 “Planning for Sustainable Economic Growth” (December 2009)
- PPS5 “Planning for the Historic Environment” (March 2010)
- PPS9 “Biodiversity and Geological Conservation” (August 2005)
- PPS25 “Development and Flood Risk” (March 2010)

Other national documents:

- Manual for Streets (DfT, March 2007)
- PPS25: Development and Flood Risk Practice Guide (December 2009)
- PPS Planning for the Historic Environment: Historic Environment Planning Practice Guide (Living Draft) (English Heritage, July 2009)

Supplementary Planning Documents and Supplementary Planning Guidance (Bristol City Council):

- SPD1 “Tall Buildings” (January 2005)
- SPD2 “A Guide for Designing House Alterations and Extensions” (October 2005)
- SPD3 “Future of Redcliffe” (July 2006)
- SPD4 “Achieving Positive Planning Through the Use of Planning Obligations” (October 2005)
- SPD5 “Sustainable Building Design and Construction” (February 2006)
- SPD6 “Economic Contributions from New Development” (October 2005)
- SPD7 “Archaeology and Development” (March 2006)
- SPD8 “Nelson Street – Regeneration Framework” (January 2005)
- SPD10 “Planning a Sustainable Future for St. Paul’s” (December 2006)
- SPD11 “University of Bristol Strategic Masterplan” (July 2006)
- PAN2 “Conservation Area Enhancement Statements:” (1993)
- PAN8 “Shopfront Guidelines” (1997)
- PAN15 “Responding to Local Character – a Design Guide” (1998)

Other local documents:

- The 20:20 plan: Bristol's Sustainable City Strategy (The Bristol Partnership, 2009)
- The Community's Vision for Lockleaze – An Integrated Approach to Delivering a Sustainable Community (Lockleaze Voice, 2010)

Bristol Development Framework Evidence Base:

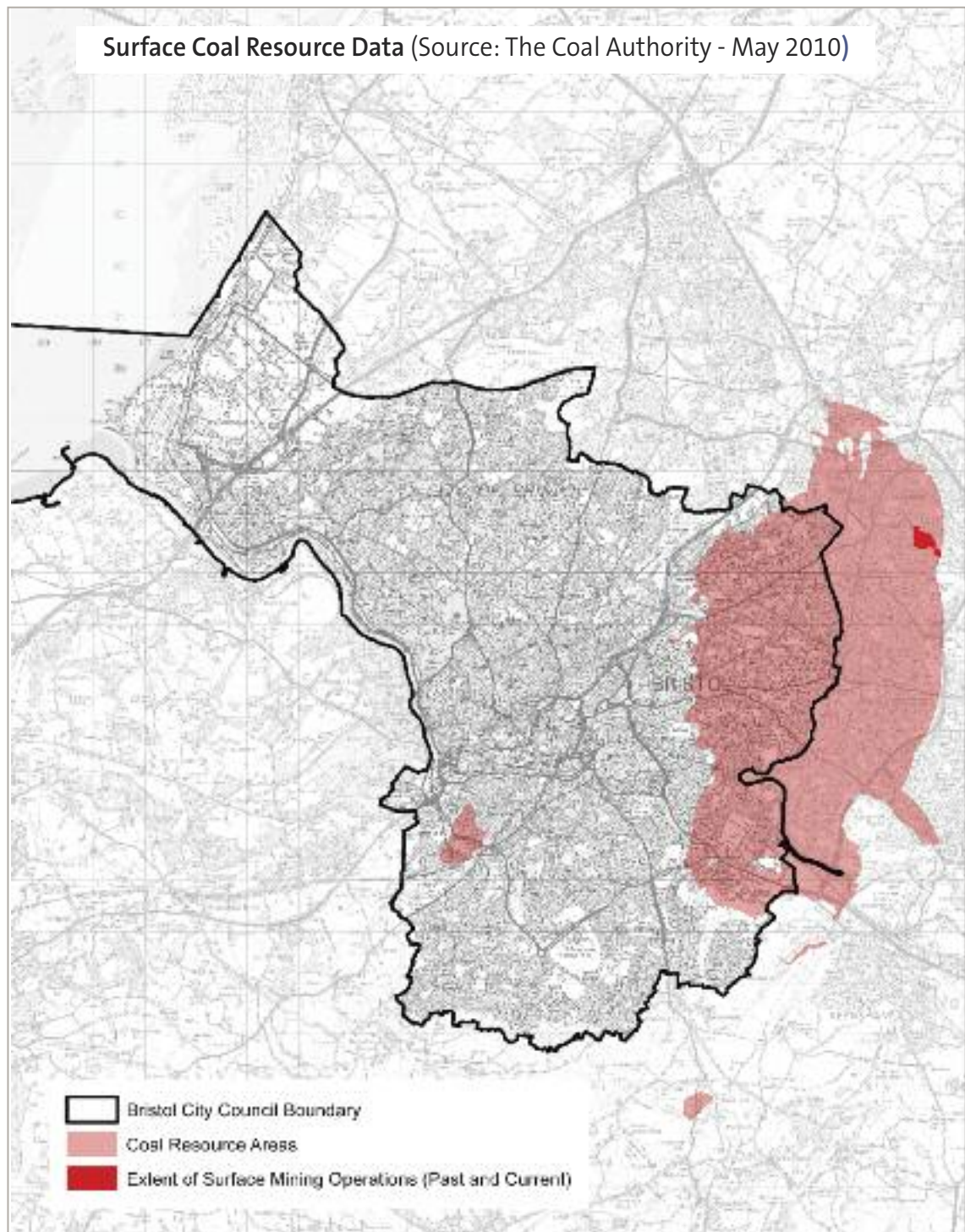
- Bristol Development Framework Core Strategy Spatial Atlas (July 2007)
- Bristol Annual Monitoring Report (published annually)
- Transport modelling
 - West of England Joint Local Transport Plan 2005/6 - 2010/11 (March 2006)
 - Greater Bristol Strategic Transport Study Final Report (June 2006)
 - Greater Bristol Strategic Transport Study Spatial Scenarios 1-3 and accompanying report (April 2007)
- Bristol Citywide Sustainable Energy Study (June 2009)
- Bristol Residential Development Survey (published annually)
- Strategic Housing Land Availability Assessment
- Strategic Housing Market Assessment (June 2009)
- Housing viability assessments
 - Interim Bristol Site Viability Assessment undertaken by BNP Paribas (formerly Atisreal) (June 2008)
 - Bristol Viability Assessment (November 2009)
- West of England Gypsy and Traveller Accommodation (and other needs) Assessment (October 2007)
- Bristol Business Development Survey (published annually)
- Bristol Development Framework Employment Land Study (February 2009)
- Strategic Flood Risk Assessment (November 2009)
- Strategic Flood Risk Assessment - Avonmouth/Sevenside (January 2007)
- Bristol's Parks and Green Spaces Strategy (February 2008)
- Bristol Citywide Retail Study (June 2007)
- Bristol Historic Environment Record
- Conservation Area Character Appraisals
- Indicators of Quality of the Life in Bristol (published annually)

- Joint Strategic Needs Assessment of Health and Wellbeing in Bristol
- Bristol Infrastructure Delivery Programme (November 2009)
- Responding to Infrastructure Delivery and Planning Issues in the West of England (October 2009)

National Standards and Methodologies:

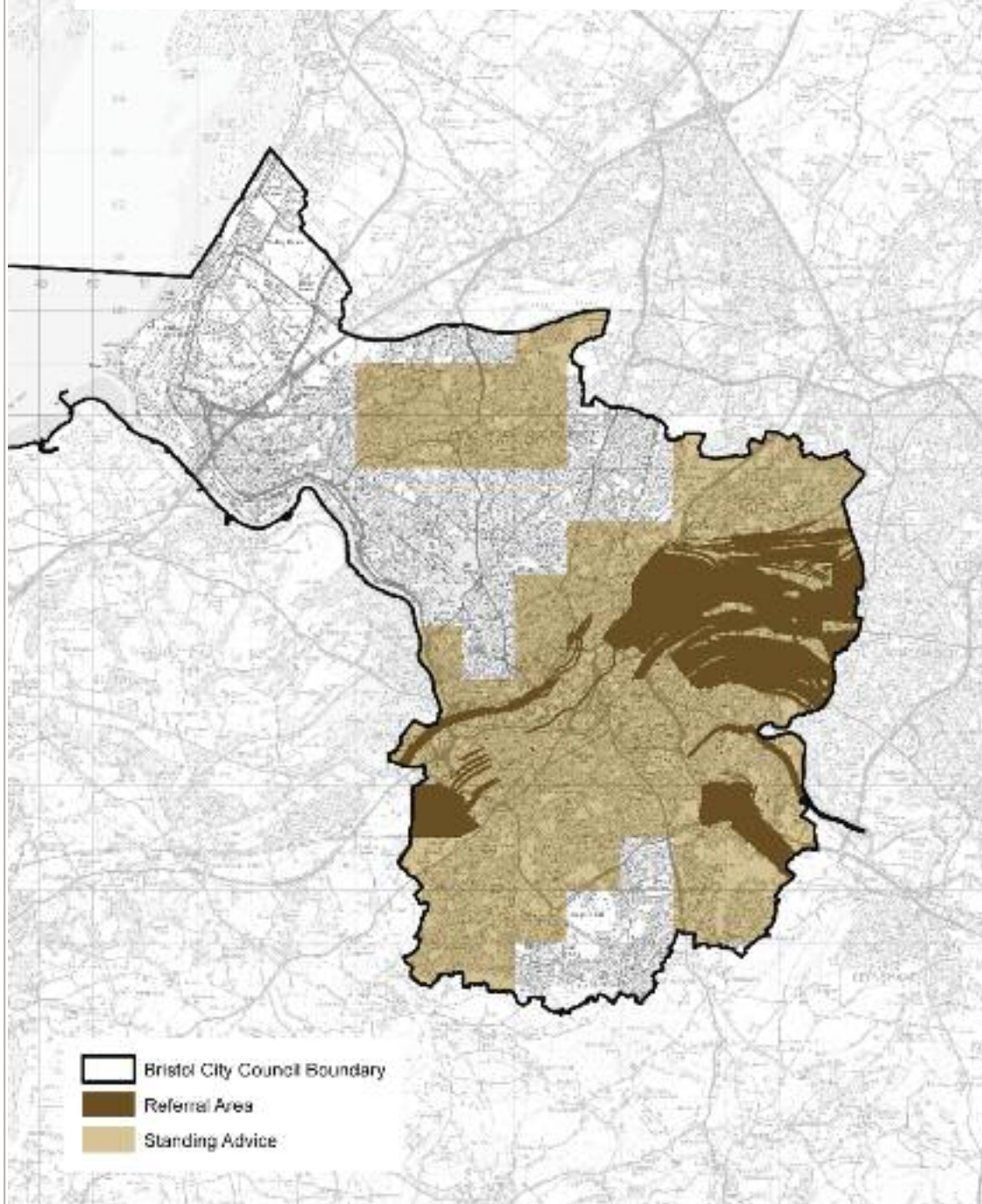
- | | |
|-----------------------------|--|
| • BREEAM | www.breeam.org |
| • Code for Sustainable Home | www.communities.gov.uk/thecode |
| • Building for Life | www.buildingforlife.org |
| • Lifetime Homes | www.lifetimehomes.org.uk |
| • HCA Space Standards | www.homesandcommunities.co.uk |

Appendix E: General Extent of Coal Resource Areas and Legacy Areas



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Coal Mining Referral Area (Source: The Coal Authority - May 2010)



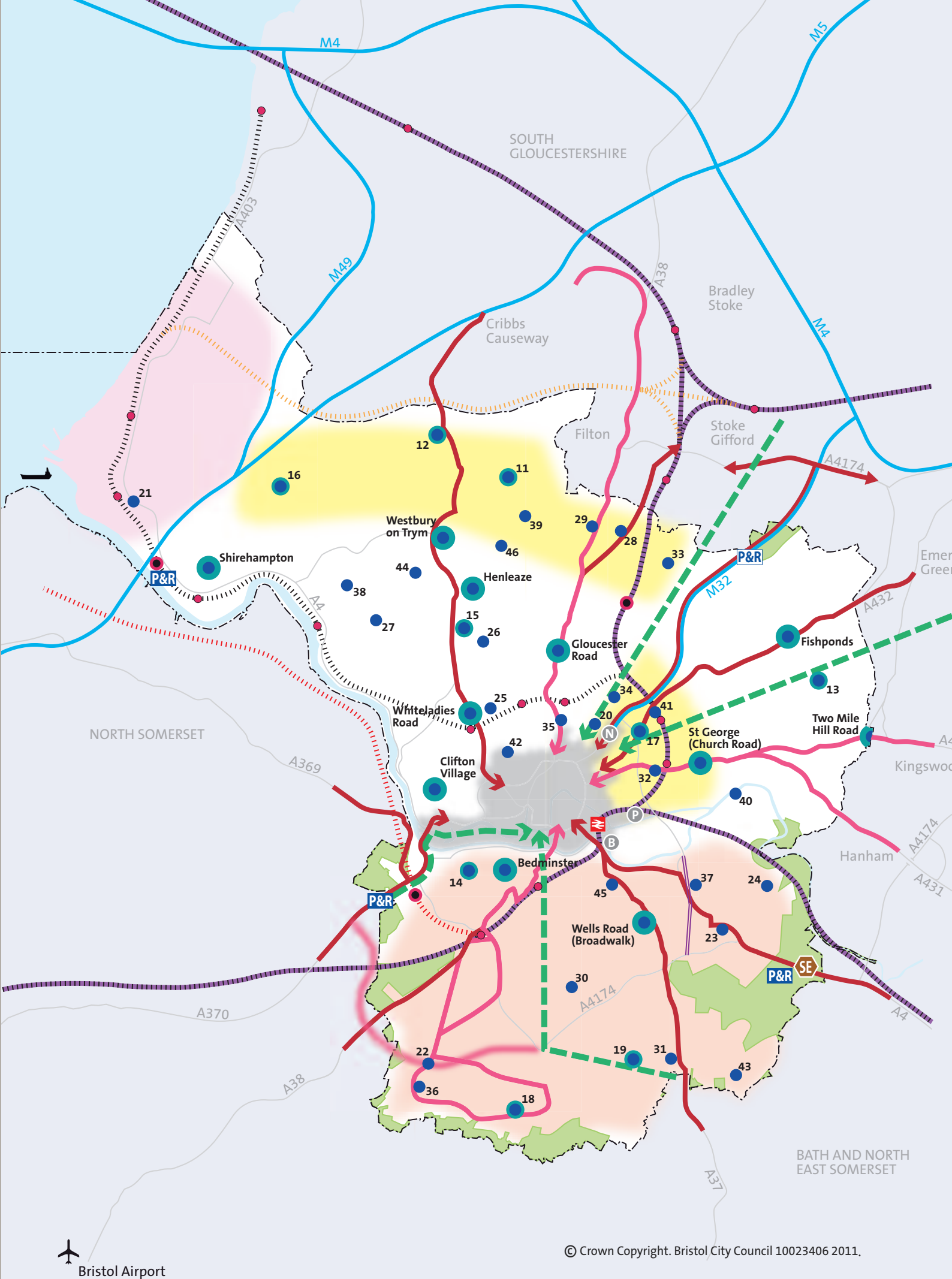
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Glossary

AAP	Area Action Plan
AMR	Bristol Development Framework Annual Monitoring Report
BDF	Bristol Development Framework
BREEAM	Building Research Establishment Environmental Assessment Method
CABE	Commission for Architecture and the Built Environment
CCHP	Combined Cooling, Heat and Power
CHP	Combined Heat and Power
CIL	Community Infrastructure Levy
DfT	Department for Transport
DPD	Development Plan Document
JLTP	Joint Local Transport Plan
LA	Local Authority
LAA	Local Area Agreement
LTP	Local Transport Plan
P&R	Park and Ride
PAN	Policy Advice Note
PPG	Planning Policy Guidance Note
PPS	Planning Policy Statement
RFA	Regional Funding Advice
SPD	Supplementary Planning Document
SUDS	Sustainable Drainage Systems
UHB	United Bristol Healthcare NHS Trust
WoE	West of England

Key Diagram

-----	Bristol City Council Boundary		Town Centres
	Green Belt area		1 Bedminster
	City Centre		2 Clifton
	- Mixed commercial development - Redevelopment opportunities: Broadmead Nelson Street and St James Barton 7400 homes - Around 150,000 m² office floorspace		3 Fishponds
	South Bristol		4 Gloucester road
	- Economic, social and physical regeneration 8,000 homes - Around 60,000 m² office floorspace - Up to 10 ha industry and warehousing		5 Henleaze
	Regeneration Areas		6 Shirehampton
	Economic, social and physical regeneration Northern Arc, Inner East		7 St George (Church Road)
	Avonmouth/Bristol Port		7a Two Mile Hill Road (part of Kingswood town centre)
	Industry and warehousing		8 Wells Road (Broadwalk)
	Proposed extensions to City Centre		9 Westbury-on-Trym
	- Newfoundland Street - Mixed use - St Philips (Part) - Mixed use - Bath Road - Mixed use		10 Whiteladies Road
	Contingency for future development in southeast Bristol		
	Up to 800 homes		District Centres
	Transport		11 Arneside Road (Southmead)
	Proposed Showcase Bus Corridor		12 Crow Lane (Henbury)
	Existing Showcase Bus Corridor		13 Lodge Causeway
	Motorway network		14 North Street (Southville)
	Other existing highway		15 North View (Westbury Park)
	South Bristol Link Phase 1 and 2 (options subject to consultation)		16 Ridingleaze (Lawrence Weston)
	Callington Road Link & Associated Highway Improvements		17 Stapleton Road
	Proposed M32 Park and Ride (location to be determined)		18 Symes (Hartcliffe)
	Existing and expanding Park & Ride sites		19 Whitchurch (Oatlands Avenue)
	Temple Meads Station		
	Possible new stations		Local Centres
	Existing stations		20 Ashley Road/Grosvenor Road
	Greater Bristol Metro Rail Project		21 Avonmouth Village
	Existing passenger rail routes		22 Bishopsworth
	Reopening of Portishead rail line for passenger use		23 Brislington
	Reintroduction of passenger rail services on the Henbury Loop (longer term aspiration)		24 Broomhill Road/Fermaine Avenue
	Proposed rapid transit (indicative)		25 Chandos Road
	Bristol Port		26 Coldharbour Road
			27 Druid Hill Stoke Bishop
			28 Filton Avenue
			29 Filton Road
			30 Filwood Broadway
			31 Gilda Parade
			32 Lawrence Hill
			33 Lockleaze (Gainsborough Square)
			34 Mina Road
			35 Picton Street
			36 Queens Road (Withywood)
			37 Sandy Park Road
			38 Shirehampton Road
			39 Southmead Road
			40 St Anne's Road
			41 St Marks Road
			42 St Michaels Hill
			43 Stockwood
			44 Stoke Lane
			45 Totterdown
			46 Wellington Hill West/Southmead Road



 Bristol Airport

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