Ideas for Development Management Policies

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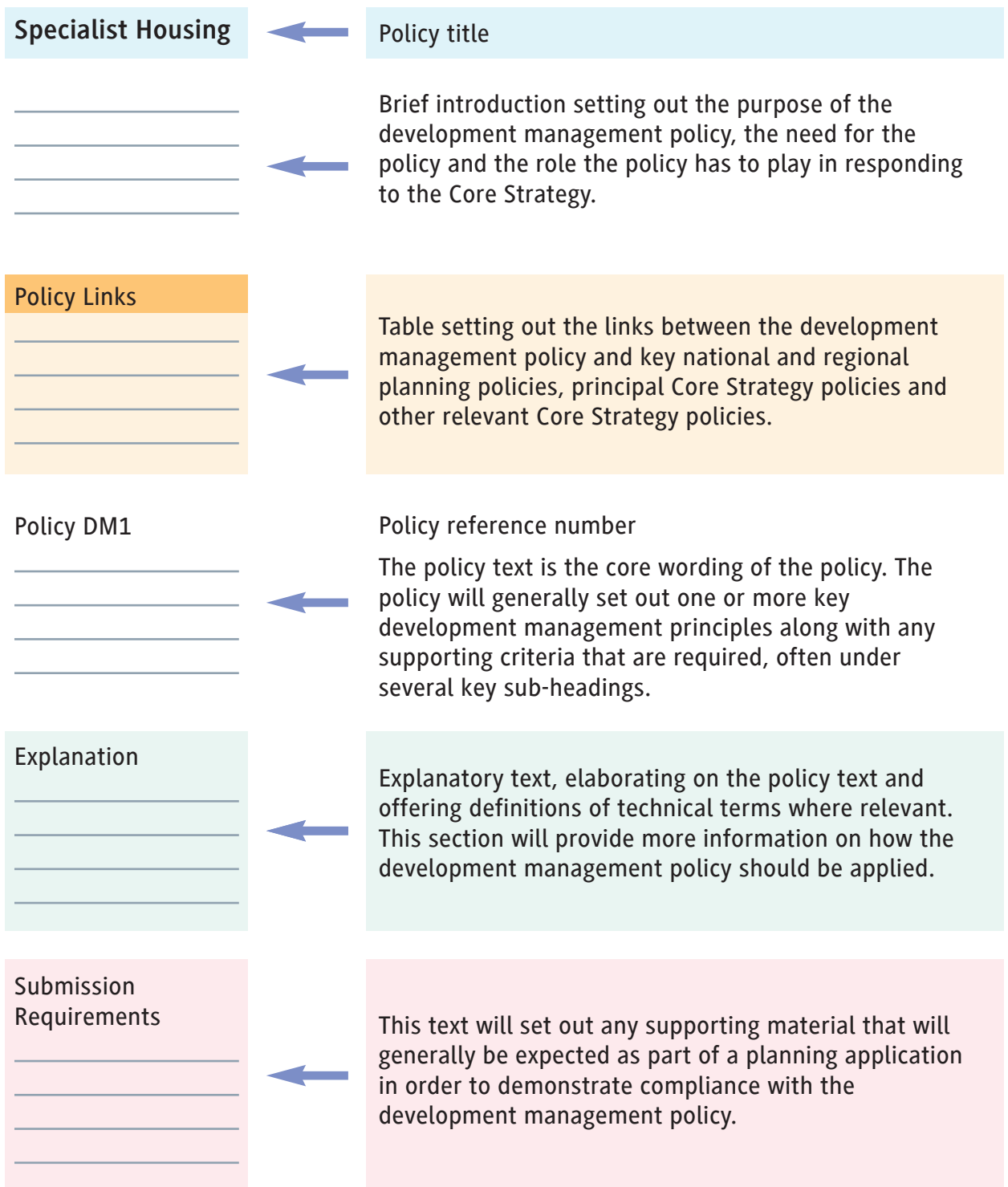document

3. Ideas for Development Management Policies

Introduction to Draft Development Management Policies

3.1 The following draft policies represent some initial ideas of the content and scope of the development management policies in the adopted Site Allocations & Development Management Plan.

3.2 Several policies in the Bristol Development Framework Core Strategy have a key role in the development management process and will be used directly in making planning decisions. These are listed in the table below. The development management policies will offer detailed, often criteria-based policies in areas of policy where further detail is needed beyond that contained in the Core Strategy. The development management policies do not cover all policy areas: where principles for development are addressed by national or Core Strategy policies, they are not repeated.

3.3 Some areas of Core Strategy policy, notably climate change, will be supported by supplementary planning documents to follow after adoption of the Core Strategy, rather than by further detailed development management policies.

3.4 The development management policies will be citywide in scope and will apply equally to the area covered by the proposed Bristol Central Area Action Plan as they will to the rest of Bristol. However, where a policy is linked to specific sites on the Proposals Map – for instance in the case of draft policy DM7, which protects important open spaces – the site boundaries within the Central Area will be set out within the Bristol Central Area Action Plan.

3.5 The draft development management policies are at an early stage of development, so the wording contained in this document should not be treated as finalised. Future drafts of the development management policies will be shaped by your comments and will include additional explanatory text to assist with context and definitions. Diagram 1 overleaf explains how the final development management policies are likely to be structured.

3.6 The Council is keen to hear your views on these draft policies. Key questions are provided at the end of the draft policies to aid you in making your response.

Core Strategy policies with development management content
BCS7: Centres and Retailing
BCS8: Delivering a Thriving Economy
BCS9: Green Infrastructure
BCS10: Transport and Access Improvements
BCS11: Infrastructure and Developer Contributions
BCS12: Community Infrastructure
BCS13: Climate Change
BCS14: Sustainable Energy
BCS15: Sustainable Design and Construction
BCS16: Flood Risk and Water Management
BCS17: Affordable Housing Provision
BCS18: Housing Type
BCS19: Gypsies, Travellers and Travelling Showpeople
BCS20: Effective and Efficient Use of Land
BCS21: Quality Urban Design
BCS22: Conservation and the Historic Environment
BCS23: Pollution

Diagram 1: How the Development Management policies will be structured

Specialist Housing ← Policy title

Brief introduction setting out the purpose of the development management policy, the need for the policy and the role the policy has to play in responding to the Core Strategy.

Policy Links

Table setting out the links between the development management policy and key national and regional planning policies, principal Core Strategy policies and other relevant Core Strategy policies.

Policy DM1

Policy reference number

The policy text is the core wording of the policy. The policy will generally set out one or more key development management principles along with any supporting criteria that are required, often under several key sub-headings.

Explanation

Explanatory text, elaborating on the policy text and offering definitions of technical terms where relevant. This section will provide more information on how the development management policy should be applied.

Submission Requirements

This text will set out any supporting material that will generally be expected as part of a planning application in order to demonstrate compliance with the development management policy.

Draft Policies

Specialist Housing

3.1.1 The Core Strategy sets out the overall approach to developing new homes in the city. It proposes an overall number of homes, seeks affordable housing and aims for a broad housing mix. This proposed development management policy offers an approach to addressing the impacts of special types of homes – houses in multiple occupation and student accommodation. These forms of housing provide an important contribution to people's housing choice. The policy aims to ensure that they do not cause problems associated over-concentration or inappropriate locations.

Policy Links

Bristol Development Framework Core Strategy – Lead Policy

BCS18: Housing Type

Other key Core Strategy policies

BCS17: Affordable Housing Provision BCS5
BCS20: Effective and Efficient Use of Land
BCS21: Quality Urban Design

Draft Policy DM1

Proposals for the sub-division of existing dwellings to flats and the conversion of existing dwellings or construction of new buildings to be used as houses in multiple occupation, other forms of shared housing and specialist student housing will be expected to:

i. Ensure that there is not an over-concentration of such uses within the locality;

ii. Safeguard the residential character of the locality taking account of likely levels of activity, vehicle manoeuvring and on-street parking associated with the proposal;

iii. Provide an appropriate standard of accommodation/facilities to meet the needs of all types of occupier in respect of situation, layout, internal living space, external amenity space, privacy and adaptability;

iv. Provide appropriate cycle and refuse/recycling storage;

v. In the case of specialist student housing, to meet the following additional criteria:

- Located within the city centre; or
- Located within reasonable walking distance of the relevant higher education institution; or
- Located close to established public transport routes serving the higher education institution.

Some questions for discussion:

- Does the proposed policy fully address the issues which can be associated with these forms of housing?
- Are there other forms of housing which need special consideration?
- What terms may need to be better defined to help understand the proposed policy?

Retail and Town Centre Uses

3.2.1 The Core Strategy aims to ensure centres continue to fulfil their role the focus for retailing, economic, cultural and social activity serving Bristol's residents. This proposed development management policy builds on Core Strategy policy BCS7 by providing site-specific policy tools

to which the policy applies. Together, and in conjunction with national Planning Policy Statement 4, these policies provide the framework within which proposals for retail and town centre development will be assessed.

3.2.2 With the exception of the City Centre, which will be defined in the forthcoming Bristol Central Area Action Plan, proposed boundaries for the following types of centre are shown on the 'Options for site allocations and proposed designations' which form part of this consultation:

Town Centres

3.2.3 Primary Shopping Areas, which form the core shopping area of a centre and are predominated by shop uses will be defined on the proposals map. In many cases, Secondary Retail Frontages will also be defined. A Primary Shopping Area is defined within each of Bristol's town centres. The part of the Kingswood town centre that lies within the city boundary is also identified.

District Centres

3.2.4 A Primary Shopping Area will be defined within each centre. In many cases, Secondary Retail Frontages are also proposed.

Local Centres

3.2.5 The Primary Shopping Area is the same as the centre boundary. Development proposals should be assessed against the 'Primary Shopping Area' policy text.

3.2.6 Primary Shopping Areas will be considered to be the 'centre' for the purposes of sequentially testing[1] shopping (Use Class A1) developments.

3.2.7 Local shopping parades and shops of purely neighbourhood significance will not be identified on the proposals map and are not considered to be centres for the purposes of sequential testing.

Policy Links

Bristol Development Framework Core Strategy – Lead Policy
    BCS7: Centres and Retailing
Other key Core Strategy policies
    BCS8: Delivering a Thriving Economy

Draft Policy DM2

General Principles (applying across the centres)

Development proposals should not undermine the retail function, coherence, vitality and viability, or environmental amenity of a centre. Cumulative impacts and concentrations of particular uses, including those approved but not yet implemented, will be taken into account.

Primary Shopping Areas

Development proposals for non-shop uses (ie financial and professional services, restaurants, pubs, take aways) will not be acceptable if shops would no longer predominate or if the core shopping function of the Primary Shopping Area would be undermined.

In the centres where no Secondary Retail Frontages are defined, there will be more scope for the introduction of uses more typical of Secondary Retail Frontages within the Primary Shopping Area, although shop uses should continue to predominate.

1 In summary, the sequential approach means town centres should be considered first, then edge of centre and only out of centre if the other two cannot meet the development need.

The following factors will be taken into account when considering proposals for uses not within Use Class A1 (Shops) within the Primary Shopping Area:

   i. the location and prominence of the unit,

   ii. its floorspace and frontage,

   iii. the number, floorspace, and location of units which are occupied by uses other than those in Use Class A1 (or have permission for such uses),

   iv. the availability of vacant units in the same use as that being sought, and

   v. any special contribution the proposal could make to the vitality and viability of the Primary Shopping Area and the centre as a whole.

Secondary Retail Frontages

Acceptable uses within the Secondary Retail Frontages will be those that have an active frontage providing reasonable footfall and are of general public interest or service, such as financial and professional services, restaurants, cafes, pubs and take-aways. In assessing whether a particular proposal is appropriate for a Secondary Retail Frontage location, hours of operation, the levels of activity or footfall, and the physical nature of the proposed street frontage will be important considerations.

In both Primary Shopping Areas and Secondary Retail Frontages residential or business uses (offices, industry, warehousing) will not be appropriate at ground floor except where entrances to upper floors are required.

Out of Centre Development

Proposals for local shopping or service provision of less than 200 sq m (gross) will be exempt from sequential testing, except where this is an extension to, or amalgamation with, an existing unit which as a result of the proposed development would exceed 250 sq m (gross).

Where out-of-centre development of shopping and town centre uses is to be considered following sequential testing, its impact will be considered against the relevant policies of PPS4.

Food and Drink Uses

Proposals for food and drink uses (restaurants, cafes, pubs, take-aways) that would give rise to unacceptable environmental conditions, including as a result of cumulative impacts and concentrations, will not be acceptable.

Some questions for discussion:

■ Would the approach to Primary Shopping Areas result in the right balance of uses in centres?

■ Does the proposed policy take the right approach to restaurants, pubs and take-aways?

■ What terms need to be better defined to help understand the proposed policy?

■ The draft policies covers several related issues. Would separate policies be easier to use?

Markets

3.3.1 Existing markets contribute to the range of shopping opportunities and choices in Bristol. This proposed policy aims to retain existing market sites and provides criteria to guide any proposals for new market sites.

Draft Policy DM3

Loss of existing market sites will only be acceptable if it can be demonstrated that:

  i. there would be no harm to local shopping provision or any increase in travel for shopping purposes;

  ii. they can be adequately replaced elsewhere in the locality.

Proposals for new street or open markets will be encouraged where they would be beneficial to local shopping provision and to the vitality and viability of existing centres. Where proposals for markets or market-related development require planning permission sites should be located according to the sequential approach[2] for retail development set out in PPS4 and should have regard to the availability of:

 iii. storage facilities for market stalls and associated equipment;

  iv. the availability of market trader facilities, such as toilets and other essential hygiene facilities;

  v. parking for trader vehicles.

Some questions for discussion:
- Is the policy right to aim to retain existing markets?
- Should new markets be encouraged?

Retaining valuable employment sites

3.4.1 This policy relates to the numerous employment sites across the city which lie **outside** of the city's Principal Industrial and Warehousing Areas. The Core Strategy says that such sites will be retained where they make a valuable contribution to the economy and employment opportunities.

3.4.2 For clarity, 'Employment land' 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).

3.4.3 For information, the proposed Principal Industrial and Warehousing Areas are shown on the maps which form part of this consultation. The Core Strategy says that those areas should be retained for industrial and warehousing uses.

Policy Links

Bristol Development Framework Core Strategy – Lead Policy
    BCS8: Delivering a Thriving Economy

Draft Policy DM4

Employment land and premises should be retained for employment use unless it:

  i. is no longer suitable for employment uses having regard to factors such as its size, shape, topography, accessibility by public transport, access for delivery and servicing vehicles including HGVs, current environmental or amenity impacts on neighbouring land uses and the physical condition of premises;

  ii. does not make an important contribution to providing a variety of employment land and job opportunities within the area having regard to factors such as: the long-term need to maintain sustainable communities containing a variety of employment uses

2 For sequential approach – see footnote to draft policy DM2.

and local services; data on the local availability of workplaces and jobs; and evidence of the demand for employment uses in the locality;

iii. is not required to meet economic development or regeneration needs and initiatives such as providing continued employment opportunities in areas of identified socio-economic disadvantage; and

iv. it is demonstrated that it will not attract demand for employment uses.

This policy applies to employment sites outside of the city's Principal Industrial and Warehousing Areas (PIWAs). Core Strategy Policy BCS8 sets out the approach to the PIWAs.

Some questions for discussion:

■ Does the policy address all the matters which need to be addressed when considering possible changes to employment sites?

The Health Impacts of Development

3.5.1 The environment is known to have a major impact on health and well-being. The Core Strategy aims to deliver a safe and healthy city. This policy ensures health is taken into account in new development and proposes that systematic health impacts assessments are undertaken for larger proposals. There will be further consultation on the approach to Health Impact Assessments.

Policy Links

Bristol Development Framework Core Strategy – Lead Policy
   BCS21: Quality Urban Design

Other key Core Strategy policies
   BCS13: Climate Change
   BCS15: Sustainable Design and Construction
   BCS23: Pollution

Draft Policy DM5

Development should contribute to addressing the causes of ill-health, improving the health and well-being of the local population and reducing health inequalities.

For residential development of 100 or more units and non-residential development in excess of 1,000 sq. m a Health Impact Assessment will be required, which will measure wider impact upon healthy living and the demands that are placed upon health services and facilities arising from the development. Where significant impacts are identified, measures to address the health requirements of the development should be provided and/or secured by planning obligations. A Health Impact Assessment for smaller forms of development may also be required where the proposal is likely to give rise to a significant impact on health.

Some questions for discussion:

■ Does the proposed policy provide a sufficient context for considering health issues?
■ Should the possible health impacts of specific types of development be identified?

Green Infrastructure Policies

Green Infrastructure Provision

3.6.1 The Core Strategy requires that new or enhanced green infrastructure is incorporated into development. This proposed policy sets out the detailed approach to this.

> **Policy Links**
>
> **Bristol Development Framework Core Strategy – Lead Policy**
>> BCS9: Green Infrastructure
>
> **Other key Core Strategy policies**
>> BCS5: Housing Provision
>> BCS10: Transport and Access Improvements
>> BCS16: Flood Risk and Water Management
>> BCS21: Urban Design

Draft Policy DM6

Where new green infrastructure is provided it should be multi-functional wherever possible.

Open Space

Development will be expected to meet the need it creates for children's play space, formal green space, informal green space, natural green space and active sports space in accordance with the quantity and quality standards for provision set out in the Council's Parks and Green Spaces Strategy[3].

Local Food Production

Residential development will be expected to contribute to local food production space through:

i. Off site provision of public allotments in accordance with the standard of 7 plots per thousand people set out in the Council's Allotment Strategy.

ii. Onsite provision will usually only be sought when the level of residential development creates a need for seven or more allotments and sufficient amount and suitability of land is available on the development site.

Private amenity space should be designed and located to facilitate opportunities for growing food.

Trees

The provision of additional trees will be encouraged as part of the landscape treatment of new development and when:

i. Opportunities exist through tree provision, to connect the site to the Strategic Green Infrastructure Network, and or Wildlife Network.

ii. It would assist in reducing run-off and flood risk.

iii. It would assist in providing shade and contribute to urban cooling.

Water

Development should only utilise natural water resources when waterways, or water features are to be provided.

3 It is proposed that these standards will be incorporated into future versions of the emerging Site Allocations and Development Management Plan.

Development Involving Existing Green Infrastructure

3.7.1 The Core Strategy seeks to conserve existing green infrastructure. This proposed policy sets out the detailed approach to this where further detail to support the Core Strategy is required.

Policy Links

Bristol Development Framework Core Strategy – Lead Policy
    BCS9: Green Infrastructure
Other key Core Strategy policies
    BCS5: Housing Provision
    BCS10: Transport and Access Improvements
    BCS16: Flood Risk and Water Management
    BCS21: Urban Design
    BCS23: Pollution

Draft Policy DM7

Important Open Spaces

Development on part of, or all of, open spaces which are important for recreation, leisure and community use, townscape and landscape quality and visual amenity, will not be acceptable unless the development is ancillary to open space use.

Proposed important open spaces are shown on the neighbourhood maps which form part of this consultation.

Incidental Open Spaces

Development which would result in the loss of incidental areas of open space (which are too small to be identified on the Proposals Map) will not be acceptable where the space is locally important for recreation, leisure and community use, townscape and visual amenity.

Water

Development which would lead to the loss of open waterways through culverting, piping, or enclosure by development will not be acceptable.

Urban landscape

Proposals which would harm important features such as green hillsides, promontories, ridges, slopes, valleys, gorges, areas of substantial tree cover, and manmade landscapes will not be acceptable.

Trees

All new development should integrate important existing trees. Where the loss of trees is essential to allow for appropriate development a suitable number and species of replacement trees should be provided in accordance with the proposed Bristol Tree Compensation standard set out overleaf.

Trunk Diameter of tree lost to development (cm measured at 1.5 metres)	Number of replacement trees	Minimum size of replacement tree: stock size (cm girth)
<15	0–1	Subject to negotiation
15–19.9	1	16–18
20–29.9	2	16–18
30–39.9	3	16–18
40–49.9	4	16–18
50–59.9	5	16–18
60–69.9	6	16–18
70–79.9	7	16–18
80 +	8	16–18

Kingsweston and Avonmouth Urban Edge

3.8.1 To the north of the city's built-up area, on both sides of the M5 motorway, there are extensive areas of undeveloped land. These areas include a range of uses, including grazing land. Much of the area is affected by flood risk and there are areas which contribute to biodiversity. The part of the area to the south of the M5 and a few locations to the north were identified as Open Space in the adopted Bristol Local Plan. However, it seems more accurate to view the whole area as forming an undeveloped fringe to the north of the built up area.

3.8.2 The Core Strategy aims to focus most new development on previously developed sites and other land within the built up areas of the city. Therefore, it is not proposed that this area would see significant amounts of new development. However, forms of development suitable in open areas may be appropriate where they are consistent with other planning policies.

Policy Links

Bristol Development Framework Core Strategy – Lead Policy
   BCS9: Green Infrastructure
Other key Core Strategy policies
   BCS4: Avonmouth and Bristol Port
   BCS16: Flood Risk and Water Management

Draft Policy DM8

Kingsweston and Avonmouth Urban Edge should remain predominantly open. Development proposals consistent with the area's open character may be appropriate where they are in accordance with all other relevant planning policies.

The proposed Urban Edge area is shown on the 'Options for site allocations and proposed designations' maps which form part of this consultation.

Some questions for discussion:

◼ Is it appropriate to identify the area as 'urban edge'?
◼ Does the proposed policy give sufficient guidance about the role of this area?

Development Involving Biological and Geological Conservation Sites

3.9.1 Building on the Core Strategy, this draft policy provides detailed criteria for the consideration of proposals affecting local nature conservation and geological sites. Sites of Nature Conservation Importance will be designated through this development plan process and shown on the Proposals Map. Regionally Important Geological Sites will be shown on the adopted Proposals Map. The Wildlife Network comprises a range of land and features that can contribute to providing routes along which animals may travel and plants may disperse and which allow new colonists to arrive. The Wildlife Network will not be shown on the Proposals Map but will be mapped separately and will be an important consideration in development proposals.

Policy Links

Bristol Development Framework Core Strategy – Lead Policy
   BCS9: Green Infrastructure
Other key Core Strategy policies
   BCS13: Climate Change
   BCS21: Urban Design
   BCS23: Pollution

Draft Policy DM9

General Principles for Development

Development which would be likely to have an impact upon biodiversity will not acceptable unless:

  i. An appropriate survey and assessment of impacts on the biological and geological value of the site is undertaken and;

  ii. The development is designed and sited to avoid any adverse effects on identified habitats, species and features of importance;

  iii. Opportunities are taken to connect any identified on-site habitats, species or features to nearby corridors in the Wildlife Network.

Development on Sites of Nature Conservation Interest (SNCI)

Proposed Sites of Nature Conservation Interest are shown on the neighbourhood maps. which form part of this consultation.

Adverse effects from development on Sites of Nature Conservation Importance will not be acceptable unless any loss, harm or damage can be mitigated through:

  i. On site replacement, creation, enhancement, and management;

  ii. Off site replacement, creation, enhancement and maintenance on suitable sites in the Wildlife Network.

Development on, or adjacent to, a Site of Nature Conservation Interest will be expected to appropriately enhance the site's nature conservation value through design, placement, and provision of any on-site green infrastructure.

Development affecting the Wildlife Network

Where development is proposed that may affect the Wildlife Network it should ensure that:

i. The connectivity and corridor function of the Wildlife Network is maintained, or replaced.

ii. Habitats and features of identified importance to the function of the existing corridor are retained, or provided in any newly created corridors, to a quality and quantity equivalent to that being lost.

Development affecting the Wildlife Network will be expected to:

iii. Appropriately enhance the connectivity of the Wildlife Network through the development's design, placement and provision of any on site green infrastructure.

iv. Ensure any green infrastructure provided onsite maintains and enhances the Wildlife Network's identified habitats and features.

Some questions for discussion:

◼ Does the policy provide the right criteria to address the range of nature conservation issues?

Development of Private Gardens

3.10.1 Private residential gardens make an important contribution to the city's green infrastructure network. The Core Strategy sets out the approach to providing new homes to 2026. Delivery of the new homes can mainly be secured through the development of a mix of sites across the city and has not been based on the assumption that development of significant amounts of garden land will be required. However, in some circumstances development of garden land may be appropriate where it would contribute to sustainable forms of development. Where such developments occur they can make a limited but useful contribution to the overall supply of new homes.

Policy Links

Bristol Development Framework Core Strategy – Lead Policy
BCS9: Green Infrastructure

Other key Core Strategy policies
BCS5: Housing Provision
BCS20: Effective and Efficient Use of Land
BCS21: Quality Urban Design

Draft Policy DM10

Development involving the loss of gardens will not be appropriate unless:

i. The proposal would represent a more efficient use of land at a location where higher densities are appropriate or;

ii. The development would represent a demonstrable improvement to the urban design of an area or;

iii. The proposal is an extension to an existing home which would not result in a harmful loss of garden land.

In all cases, any development of garden land should not result in harm to the character and appearance of an area. Development involving front gardens should particularly

ensure that the character of the street is not harmed and that appropriate boundary treatments and planting are retained.

Development Adjacent to Waterways

3.11.1 Bristol's waterways make an important contribution to the city's biodiversity, public leisure and recreation opportunities, character, setting and visual amenity quality, enhancing the city as a place to live, invest and visit.

3.11.2 The waterways form an integral part of the green infrastructure network, offering landscape quality in densely built up area, habitats and connections for wildlife, recreation and leisure opportunities for people, and adjacent land provides attractive active travel routes for walking and cycling.

Policy Links

Bristol Development Framework Core Strategy – Lead Policy
  BCS9: Green Infrastructure
Other key Core Strategy policies
  BCS10: Transport and Access Improvements
  BCS16: Flood Risk and Water Management
  BCS21: Urban Design
  BCS23: Pollution

Draft Policy DM11

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

  i. Maintain, enhance or create suitable public access and space adjacent the waterway(s), for walking, cycling and maintenance;

 ii. Provide suitable public connections from waterways to public spaces and routes, in the vicinity of the development site;

iii. Where feasible open culverted, piped or covered waterways;

 iv. Take opportunities to enhance the recreation and leisure role of onsite waterways;

  v. Maintain and enhance the wildlife corridor function of the waterway, and its banks.

Transport Policies

3.12.1 Core Strategy Policy BCS10 sets out development principles for consideration in all new development and supports the delivery of significant improvements to transport infrastructure within Bristol. The policy contains the transport user priorities set out in the Joint Local Transport Plan, which prioritises the pedestrian, cyclist and public transport user over private car users. The policy also seeks to minimize the need to travel and reduce as far as possible the negative impacts of vehicles and locate development proposals where sustainable travel patterns can be achieved.

3.12.2 In order to deliver Core Strategy aims, 3 transport related development management policies are proposed covering:

- Transport development management (Policy DM12)
- Transport schemes (Policy DM13)
- Greenways (Policy DM14).

3.12.3 In addition, there is a parking schedule, which sets out cycle and car parking standards.

Transport Development Management

3.12.4 Development management policy DM12 sets out considerations and informs requirements for planning applications for proposed new developments. It seeks to ensure that all new development is accessible by a range of means of transport to minimize trips by private car, therefore, implementing Core Strategy Policy BCS10.

Policy Links

Bristol Development Framework Core Strategy – Lead Policy

    BCS10: Transport and Access Improvements

Other key Core Strategy policies

    BCS9: Green Infrastructure

    BCS11: Development Principles

    BCS21: Quality Urban Design

Draft Policy DM12

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

  i. **Provide safe and adequate access for all sections of the community within the development and onto the highway network.**

  ii. **Provide adequate access to public transport including, where necessary, provision for public transport improvements.**

  iii. **Provide for appropriate transport improvements to overcome unsatisfactory transport conditions created or exacerbated by the development.**

Proposals should be supported by a Transport Assessment and/or a Travel Plan, where development is likely to have a significant traffic impact.

Parking and Servicing

The provision of parking and servicing space should contribute towards the aims of:

- **encouraging cycling,**
- **meeting the needs of disabled people,**
- **reducing the overall usage of private cars within the city, especially for journeys to work,**
- **encouraging use of car sharing/car clubs, buses, trains, rapid transit; and**
- **making effective and efficient use of land.**

In accordance with the standards set out in the parking schedule, development proposals will be expected to:

i. Make suitable provision for pedestrians and cyclists including, where appropriate, enhancing the pedestrian and cycle network and cycle parking.

ii. Provide an appropriate level of parking provision having regard to the parking standards, the management regime of the car park and the level of accessibility by walking, cycling and public transport.

iii. Provide appropriate servicing and loading facilities.

Parking should be integral to the design of development and should consider on-street and frontage options as a priority over off-street provision.

Some questions for discussion:
- Does the draft policy provide appropriate criteria for addressing transport matters?
- Is the approach to parking appropriate?
- Does the Parking Schedule take the right approach to parking provision for cars, cycles and servicing arrangements?

Transport Schemes

3.13.1 The Core Strategy contains proposals for new transport infrastructure within Bristol to complement growth and regeneration. The improvements which have land use implications are listed in Draft Policy DM13 which would safeguard land required for the implementation of these schemes. The improvements listed include proposals for rapid transit, rail, Park and Ride and highway improvements. The policy also proposes to safeguard railway sites and associated land for passenger and rail freight purposes. Sites for safeguarding which fall within the area covered by the Bristol Central Area Action Plan will be addressed in that plan.

Draft Policy DM13

Land required for the implementation of the following transport schemes will be safeguarded to enable their future provision:

- **M32 Park and Ride.**
- **Expansion of A4 Park and Ride site Brislington.**
- **Rapid Transit routes (and stops) from:**
  - **Ashton Vale to the City Centre**
  - **North Fringe to Hengrove**
  - **City Centre to Emersons Green**[4]
- **Rail stations at Portway Park and Ride and Ashley Hill**
- **South Bristol Link**
- **Callington Road Link and associated highway improvements**
- **Whitchurch Bypass**
- **A4 Bath Road Improvements**
- **The Avonmouth Way extension and connection to Kings Weston Lane**
- **Romney Avenue Bus Link**

4 The Emersons Green to City Centre rapid transit route remains a regional priority with funding becoming available from 2018/19. However, a preferred route has not been identified. When a preferred route has been identified, there will be further public consultation on any requirements to safeguard land for the proposal. The consultation will form part of the preparation or review of this Site Allocations and Development Management Plan.

Rail land at the following locations will be safeguarded for future rail use at:
- East Depot, St Anne's
- Pylle Hill sidings
- St Philips Marsh Depot
- Rail link to serve Barrow Road Refuse Transfer Station
- Rail links at Chittening Industrial Estate
- Rail link from Hallen Marsh Junction to Kings Weston Lane
- Bulk Transfer Station at St Andrews Road.

The locations referred to above are shown on the 'Options for site allocations and proposed designations' maps which form part of this consultation.

Some questions for discussion:

This proposed policy aims to ensure land needed for transport proposals is kept available. It is not looking at the merits of the proposals themselves as this has been addressed elsewhere and may be subject to separate consultation arrangements.
- Does the safeguarding list accurately reflect known transport proposals?
- Is it appropriate to set aside land to enable the provision of the listed transport proposals?

Greenways

3.14.1 Greenways are largely off highway routes in Bristol intended for shared use by non-motorised forms of transport (including walking and cycling). They can be linked to form a network connecting people to facilities and open spaces in and around the city and linking to neighbouring communities and the countryside.

3.14.2 The securing of Greenway routes on new development will be achieved through Core Strategy Policy BCS11: Infrastructure and Developer Contributions.

Draft Policy DM14

Development containing existing or proposed Greenways routes will be expected to contribute towards the implementation of the provision of routes. Where development is in close proximity to the Greenway Network, it should be designed to connect with the existing network.

Design Policies

3.15.1 The Core Strategy establishes the overarching aim that all new development in Bristol achieves high standards of urban design, whilst safeguarding or enhancing the historic environment. The strategy outlines the strategic objectives for design in the city.

3.15.2 In order to deliver Core Strategy aims and objectives, the following Development Management policies address the composite aspects of the built environment. The policy on Local Character and Distinctiveness addresses the understanding of place and the creation of local identity. Development Layout and Form articulates the requirement for the creation of an adaptable, sustainable, efficient and coherent built form. The policy on Public Realm outlines the considerations for the creation of attractive, safe, inclusive, multi-functional streets and spaces. Expectations for high quality, adaptable buildings are addressed under policies on Design of New Buildings and Alterations to Existing Buildings. The policy on Heritage Assets outlines the requirements of developments that impact upon this finite resource. The final policy on Recycling and Refuse Provision in New Development addresses this important design consideration.

Some questions for discussion:

■ Do the design policies below cover the range of matters needed to ensure high standards of development?

The approach to important matters such as the mix of house types and sizes and ensuring new homes include sufficient space for everyday activities is addressed in Core Strategy Policy BCS18. This policy will be supported by a supplementary planning document.

■ Are more detailed standards and design requirements for new homes needed in the Site Allocations & Development Management Plan?

Policy Links

Bristol Development Framework Core Strategy – Lead Policies

BCS21: Quality Urban Design

BCS22: Conservation and the Historic Environment

Other key Core Strategy policies

BCS9: Green Infrastructure

BCS10: Transport and Access Improvements

BCS15: Sustainable Design and Construction

BCS20: Effective and Efficient Use of Land

Local Character and Distinctiveness

Draft Policy DM15

Development proposals should have regard to the local context. Proposals which would cause unacceptable harm to the character and/or appearance of an area will not be acceptable.

Development proposals will be expected to demonstrate that appropriate account has been taken of the following aspects, all of which can contribute towards local character and distinctiveness:

i. Important views into, out of and through the area;

ii. Existing land forms, orientation, natural and historic landscape features;

iii. The historical development of the area;

iv. The local pattern and grain of development;

v. Existing uses and activities;

vi. Cultural and socio-economic aspects that shape the locality;

vii. The hierarchy and character of streets and public spaces;

viii. Local landmarks, focal buildings and features;

ix. The scale, shape, form and proportion of existing buildings, building lines and heights within the street scene;

x. Characteristic architectural rhythms, patterns, features and themes;

xi. Predominant materials, colours, textures, landscape treatments and means of enclosure;

xii. The physical condition of the area.

Development Layout and Form

Draft Policy DM16

The layout and form of development proposals should contribute towards the creation of high quality, distinctive and sustainable places.

Development Structure:

The layout of development should respond positively to the underlying landscape and to local climatic conditions and should create an inter-connected public realm. Where desirable and appropriate, the layout should continue the local development pattern, taking account of the future development potential of adjoining sites.

Wherever possible, development should be configured to create perimeter blocks where built form defines and encloses the public realm and private realm is physically contained within the centre of the block.

Streets and Spaces:

Development proposals should ensure that the scale and enclosure of streets and spaces are appropriate to their function and character.

New and improved public spaces should reinforce key intersections and buildings of cultural and social significance.

Blocks and Plots:

The size, shape and configuration of perimeter blocks should enable a permeable public realm, whilst allowing the accommodation of an appropriate mix of buildings and uses both now and in the future.

Adequate provision should be made within the block interior with regard to privacy, natural lighting and, where appropriate, external amenity space and parking solutions.

The size and shape of development plots should allow for future alterations and adaptability.

Private Realm:

The private realm should be designed to create defensible space, to allow inclusive access and to support, where required, quiet relaxation, safe play, green infrastructure, local food production and storage provision.

Development Form:

The height, scale, massing and form of development should be appropriate to its use and its position within the landscape and townscape.

Management:

Ownership and management plans should be submitted for all development proposals that would create new public realm and/or shared private spaces and facilities.

Public Realm

Draft Policy DM17

Development proposals involving the creation of, or alterations to existing, public realm will be expected to:

   i. Sensitively integrate new and improved transport infrastructure;

  ii. Provide for, where desirable and appropriate, spill-out and trading, events, relaxation, recreation, play and other social activities;

 iii. Demonstrate a co-ordinated and multi-disciplinary approach towards street design;

 iv. Create, where appropriate, active street edge treatments to parks, green spaces, waterways and railway corridors;

  v. Enable the sensitive provision and adequate accommodation of car parking, vehicular servicing, safe and secure cycle parking and conveniently located parking for disabled people;

 vi. Incorporate natural and historic features, structural planting and permeable ground surfaces;

vii. Pay careful attention to the siting, design, quality, durability and environmental performance of surface materials, street furniture and signage.

Design of New Buildings

Draft Policy DM18

New buildings should be designed to a high standard with design solutions founded upon a coherent concept and rationale. Design proposals for new buildings should demonstrate that:

   i. Building exteriors and elevations provide interest from both distant and close views, are visually ordered and well proportioned, consider their impact upon skylines and employ materials of an appropriate appearance, quality and durability;

  ii. Building entrances and active frontages face the public realm;

 iii. The scale, form, construction and internal arrangement of the building will enable future adaptability;

 iv. Where incorporated, the scale, proportion and overall design of a shop front has regard to the host building and the wider street scene and provides independent ground floor front access to upper floors where possible;

  v. Where incorporated, the design of external signage adopts a scale, detail, siting and type of illumination appropriate to the character of the host building;

 vi. Where incorporated, the siting and design of external installations and security measures have been considered from the outset with the aim of avoiding harm to the appearance of the building and achieving desirable design outcomes.

Alterations to Existing Buildings

Draft Policy DM19

Extensions and alterations to existing buildings will be expected to:

   i. Respect or compliment the siting, scale, form, proportion, materials, details and character of the host building and its curtilage;

   ii. Consider their impact upon the amenity of neighbouring occupiers;

   iii. Leave sufficient usable external private space for the occupiers of the building.

The content of Policy DM18 will apply where development proposals involve new or altered shop fronts, external signage and/or external installations and security measures.

Heritage Assets

3.20.1 The Core Strategy sets out the overall aim of safeguarding and enhancing the historic environment. This proposed development management policy supports that overall aim by setting out the approach to the heritage assets and addressing their significance.

> **Policy Links**
>
> **Bristol Development Framework Core Strategy – Lead Policy**
>   BCS22: Conservation and the Historic Environment
> **Other key Core Strategy policies**
>   BCS9: Green Infrastructure
>   BCS21: Quality Urban Design

Draft Policy DM20

General principles

Development that has an impact upon a heritage asset of national importance will be expected to:

   i. preserve or enhance the asset or its setting.

   ii. ensure that the significance of the asset is not compromised.

Understanding the asset

Development proposals that would affect the character or setting of heritage assets will be expected to demonstrate:

   i. a thorough understanding of the significance of the asset.

   ii. how any change proposed would preserve or enhance that significance.

Minimising harm to the asset

Where a proposal involves harm to the significance of a heritage asset or its setting, including locally recognised heritage assets, the applicant will be expected to:

   i. demonstrate that all reasonable efforts have been made to sustain the existing use, find new uses, or mitigate the extent of the harm to the significance of the asset.

   ii. demonstrate that the works are the minimum required to meet the requirements of the applicant.

   iii. demonstrate how those features of a heritage asset that contribute to its historical, archaeological, social, artistic or architectural interest will be retained.

Recording the asset

Where a proposal would result in the partial or total loss of a heritage asset or its setting, the applicant will be expected to:

   i. instigate a programme of recording of that asset.

   ii. ensure the publication of that record in a form to be agreed with the Local Planning Authority.

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Some questions for discussion:

Core Strategy Policy BCS22 sets out the overall approach to the historic environment.

■ Will the approach set out in the draft policy above ensure that heritage assets are appropriately addressed?

■ Is more explanation needed about how the policy will work alongside documents such as Conservation Area Character appraisals?

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Recycling and Refuse Provision in New Development

3.21.1 Recycling and refuse storage is a practical requirement common to all development occupied by people. However, poorly sited or designed recycling and refuse storage provision has the potential for considerable adverse impacts on the visual appearance of an area as well as its general amenity, for instance by odours and obstruction of footways. An untidy proliferation of bins in streets and forecourts is often one of the most visible signs of higher residential densities when development is poorly designed, particularly when houses are subdivided.

3.21.2 This policy sets standards for recycling and refuse provision in new development. It seeks to ensure that all new development is accompanied by recycling and refuse provision of sufficient quantity and quality, in order that the visual appearance, amenity and safety of an area is maintained when new development is introduced, including higher density development and residential subdivisions. In doing so, the policy implements policies BCS15 and BCS21 of the Bristol Development Framework Core Strategy.

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Policy Links

Bristol Development Framework Core Strategy – Lead Policy
    BCS15: Sustainable Design and Construction
Other key Core Strategy policies
    BCS21: Quality Urban Design

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Draft Policy DM21

Major developments which draw large numbers of visitors will be expected to provide an element of appropriately sited and designed recycling provision for public use. Proposals to extend this provision to serve the wider community will be encouraged.

New development will be expected to provide, as a minimum:

■ In the case of non-residential developments and developments of flats, shared refuse bins and recycling facilities of sufficient capacity to serve the proposed development.
■ In the case of other residential development:
    ■ Space for the storage of one wheeled bin, one recycling box and one food waste bin per dwelling, or
    ■ Communal refuse bins and recycling facilities of sufficient capacity to serve the proposed development as a whole (this would include whole street solutions).

Residential properties with private garden areas should also include provision of space for the storage of an additional wheeled bin for garden waste or composting facilities.

The location and design of recycling and refuse provision should be integral to the design of the proposed development. In assessing recycling and refuse provision, regard will be had to the following considerations:

i. The level and type of provision, having regard to the above requirements and relevant space standards;

ii. The location of the provision, having regard to the need to provide and maintain safe and convenient access for occupants, while also providing satisfactory access for collection vehicles and operatives.

iii. The impact of the provision on visual amenity, having regard to the need to minimise the prominence of the facilities and screen any external provision.

iv. The impact of the provision on the amenity of neighbouring development and the proposed development.

v. The security of the provision against scavenging pests, vandalism and unauthorised use.

Development is unlikely to be acceptable if recycling and refuse provision that meets the above requirements cannot feasibly or practically be provided.

Pollution Policies

Pollution Control, Air and Water Quality

3.22.1 As set out in the Core Strategy, excessive levels of air, land and water pollution have the potential to impact adversely on environmental amenity, biodiversity and, both directly and indirectly, on health and wellbeing.

3.22.2 Air Quality Management Areas are designated where concentrations of key pollutants exceed national targets. While much of Bristol's existing Air Quality Management Area covers otherwise sustainable locations where new development and regeneration are to be encouraged, major development within Air Quality Management Areas will require mitigation. Meanwhile, development outside Air Quality Management Areas should not cause new Air Quality Management Areas to be designated.

3.22.3 Water quality is also a key issue. Under the Water Framework Directive, the council has a statutory duty to improve the condition of water bodies within the Bristol area, working towards the key target of "Good Ecological Status". New development adjacent to underground or surface water bodies is expected to contribute towards this objective. The scope of the Water Framework Directive within the Bristol area is defined by the Severn River Basin Management Plan.

3.22.4 This proposed policy seeks to ensure that any proposal for potentially polluting development is accompanied by an appropriate scheme of mitigation, and to resist potentially polluting development that cannot be satisfactorily mitigated. It also sets out the approach to air and water quality to meet the council's statutory duties.

Policy Links

Bristol Development Framework Core Strategy – Lead Policy
   BCS23: Pollution

Draft Policy DM22

General Principles

Development which has the potential for an unacceptable impact on environmental amenity, biodiversity or water quality as set out in the Core Strategy but is considered desirable for reasons of economic or wider social need will be expected to provide an appropriate scheme of mitigation.

In assessing a scheme of mitigation, account will be taken of:
   i. The location, design and layout of the proposed development
   ii. Measures to bring levels of emissions to an acceptable level
   iii. Measures to control run-off and other diffuse pollution
   iv. Hours of operation
   v. Measures that reduce existing levels of pollution

Development is unlikely to be acceptable in principle if mitigation cannot be provided to a standard deemed satisfactory by the Local Planning Authority, particularly in proximity to sensitive existing uses or sites.

Air Quality

Development that has the potential for significant emissions to the detriment of air quality, particularly in designated Air Quality Management Areas, should include an appropriate scheme of mitigation which may take the form of on-site measures or a financial contribution to off-site measures.

Development in designated Air Quality Management Areas should take account of existing air pollution and include measures to mitigate its impact on future occupiers where possible.

Water Quality

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

Contaminated Land

3.23.1 The contamination of land can have adverse impacts on health and wellbeing, as well as damaging wildlife and contributing to the pollution of water bodies. Residual contamination of land from previous uses remains an issue in Bristol. New development, however, presents an opportunity to bring contaminated land back into beneficial use.

3.23.2 In providing specific guidance on contaminated land this policy implements policy BCS23 of the Core Strategy. This policy should also be read with policy DM22 on Pollution Control, Air and Water Quality.

Policy Links

Bristol Development Framework Core Strategy – Lead Policy
   BCS23: Pollution

Draft Policy DM23

New development should demonstrate that:

   i. **Any existing contamination of the land will be addressed by appropriate mitigation measures to ensure that the site is suitable for the proposed use and that there is no unacceptable risk of pollution within the site or in the surrounding area.**

   ii. **The proposed development will not cause the land to become contaminated, to the detriment of future use or restoration of the site, or so that it would cause pollution in the surrounding area.**

Noise Mitigation

3.24.1 As with other types of pollution, noise pollution has the potential to impact adversely on environmental amenity and biodiversity. Particularly significant, however, are its impacts, both direct and indirect, on health and wellbeing, for instance through loss of sleep or the inhibiting effects of noisy, busy roads on levels of social contact between neighbours.

3.24.2 Common sources of environmental noise are transport-related noise, noise from industrial sites and noise from fixed plant. This can take the form of both ongoing background noise and discrete or repetitive noise events. This policy seeks to mitigate the impact of new noise-generating development, and to ensure that noise-sensitive uses are located and designed in such a way that they protected from existing sources of environmental noise, avoiding the noisiest locations all together except where essential to regeneration. In doing so, this policy

implements policy BCS23 of the Core Strategy. This policy should also be read with policy DM22 on Pollution Control, Air and Water Quality.

3.24.3 This proposed policy will be implemented primarily on the basis of site-by-site assessments of environmental noise. However, a Noise Action Plan for the Bristol area has also been published. The Noise Action Plan, published by DEFRA, identifies top priority areas for noise reduction in Bristol, where further noisy development should be resisted. In the longer term, DEFRA propose that local authorities will also be expected to identify "Quiet Areas" within their boundaries, which should also be protected from noise-generating development; it is envisaged that these will, in the future, also be a material planning consideration.

Policy Links

Bristol Development Framework Core Strategy – Lead Policy
   BCS23: Pollution

Draft Policy DM24

Development which may have an unacceptable impact on environmental amenity or biodiversity by reason of noise will be expected to provide an appropriate scheme of mitigation.

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

   i. **The location, design and layout of the proposed development**

  ii. **Existing levels of background noise and the potential for a cumulative impact**

 iii. **Measures to reduce or contain generated noise**

 iv. **Hours of operation and servicing**

Noise-sensitive development in locations likely to be affected by existing sources of noise such as busy roads, railway lines, aerodromes, industrial/commercial developments, waste, recycling and energy plant and sporting, recreation and leisure facilities, will be expected to provide an appropriate scheme of mitigation to ensure adequate levels of amenity for future occupiers of the proposed development.

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

  v. **The location, design and layout of the proposed development**

 vi. **Measures to reduce noise within the development to acceptable levels, including external areas where possible**

vii. **The need to maintain adequate levels of natural light and ventilation to habitable areas of the development**

In areas of existing noise, proposals for noise-sensitive development should be accompanied by an assessment of environmental noise and an appropriate scheme of mitigation measures.

Development is unlikely to be acceptable in principle if mitigation cannot be provided to an appropriate standard with an acceptable design.

Other Policies

3.25.1 Additional development management policies may be required to contribute to delivering the Core Strategy or other plans such as the emerging Joint Waste Core Strategy for the West of England. If you consider other policies are required please let the Council know in your response to this consultation.

For discussion:

■ Are further policies needed in the Site Allocations & Development Management Plan? What issues should those policies address?

Appendix: Draft Parking Schedule

The draft parking standards set out minimum provision for cycle parking and parking for disabled people. Car parking standards are maximum provision. Standards for other forms of parking and servicing are the levels considered appropriate for the relevant form of development.

The approach to parking in the central Bristol will be set out in the Bristol Central Area Action Plan which will be subject to consultation.

A1 (Shops), A2 (Financial and professional services), A3 (Restaurants and Cafes), A4 (Drinking Establishments), A5 (Hot food takeaway)

Vehicle Type	Standard	
Cycles	Staff From a threshold of 250m², one space per 250m²	Customer From a threshold of 250m², one space per 250m²
Disabled people	Staff From a threshold of 500m², 5% of the parking standard to be provided in addition – minimum of one space	Customer 5% of capacity to be reserved for disabled people (minimum of one space) where form of development permits
Service Vehicles	All developments will be expected to demonstrate how servicing will be undertaken. Some reduction in the standard may be allowed where justified and in some cases on-street may be appropriate. A1 Food: From a threshold of 250m², a full size loading bay All developments: From a threshold of 1000 m², one 3.5m x 26.5m bay and associated off-street manoeuvring space.	
Car parking	A1/A2 below 250m²: no standard. A1/A2 within a primary shopping area or a secondary retail frontage: From a threshold of 250m² – one space per 100m². A1/A2 not within a primary shopping area or a secondary retail frontage: Between 250m² and 1000m² – one space per 100m² A1 non-food over 1000m² – one space per 20m² A1 food over 1000m² – one space per 14m² A3/A4/A5: one space per 20m² of drinking/dining space	

B1 (Business)

Vehicle Type	Standard	
Cycles	Staff One space per 200m²	Customer One space per 1000m²
Disabled people	From a threshold of 500m², 3% of the parking standard to be provided in addition – minimum of one space	
Service Vehicles	B1 office (a), research and development (b) – may be on-street unless considered dangerous. B1 light industrial (c) – on merits, depending on the needs of the development and the surrounding highway network.	
Car parking	B1 office (a): – one space per 50m² B1 research and development (b), light industrial (c): – one space per 50m²	

B2 (General industrial), B8 (Storage and distribution)

Vehicle Type	Standard	
Cycles	Staff B2 – one space per 1000m^2 B8 – one space per 1000m^2	Visitor B2 – one space per 500m^2 B8 – one space per 4000m^2
Disabled people	From a threshold of 500m^2, 3% of the parking standard to be provided in addition – minimum of one space	
Service Vehicles	B2: – Up to 500m^2 – one 3.5m x 16.5m bay Up to 1000m^2 – two 3.5m x 16.5m bays Up to 2000m^2 – three 3.5m x 16.5m bays B8: – Up to 250m^2 – one 3.5m x 16.5m bay Up to 500m^2 – two 3.5m x 16.5m bays Up to 1000m^2 – three 3.5m x 16.5m bays All bays should have associated manoeuvring space	
Car parking	B2: one space per 50m^2 B8: one space per 200m^2	

C1 – Hotels

Vehicle Type	Standard	
Cycles	One space per 10 bed spaces	
Disabled people	Staff: From a threshold of 500m^2, 3% of the parking standard to be provided in addition – minimum of one space	Customer: 5% of capacity to be reserved for disabled people (minimum of one space) where form of development permits
Service Vehicles	All developments will be expected to demonstrate how servicing will be undertaken. Some reduction in the standard may be allowed where justified and in some cases on-street may be appropriate. From a threshold of 25 bedrooms, a full size loading bay	
Coaches	From a threshold of 25 bedrooms, provision for coaches to stop and wait. Dedicated coach parking: one space per 100 bedrooms (or equivalent funding)	
Taxis	Adequate pick up and drop off for taxis	
Car parking	One space per 1 bedroom	

C2 – Residential Institutions

Vehicle Type	Standard
Cycles	Hospitals/Nursing Homes and Residential Care Homes: ■ Staff – one space per 5 F/T staff ■ Visitor – one space per 10 bed spaces Halls of Residence/Boarding Schools: ■ Students – one space per 4 bed spaces ■ Visitors – one space per 12 bed spaces
Disabled people	Hospitals/Nursing Homes and Residential Care Homes: ■ From a threshold of 500m^2, 10% of the parking standard to be provided in addition – minimum of one space Halls of Residence/Boarding Schools: ■ From a threshold of 500m^2, 3% of the parking standard to be provided in addition – minimum of one space Provision should also be made for the storage of mobility scooters

C2 – Residential Institutions (continued)

Vehicle Type	Standard	
Service Vehicles	All developments will be expected to demonstrate how servicing will be undertaken. Hospitals/Nursing Homes and Residential Care Homes: ■ At least one bay for ambulances, minibuses and general servicing Halls of Residence: a plan will be required to manage the arrival and departure of students	
Taxis	Adequate pick up and drop off for taxis.	
Car parking		
	Staff: Hospitals/Nursing Homes – one space per three F/T duty staff Convalescent and residential care homes – one space per two F/T duty staff Halls of Residence/Boarding Schools – one space per each duty staff	Visitors: Hospitals/Nursing Homes – one space per three bed spaces Convalescent and residential care homes – one space per six bed spaces

C3 – Residential (Dwelling houses)

Vehicle Type	Standard	
Cycles	Residents: Houses – adequate and accessible storage space Flats/maisonettes – one space per unit	Visitors: From a threshold of 10 dwellings – one space per 5 units (minimum of two spaces)
Disabled people	From a threshold of 10 dwellings (where parking is communal) – 5% of the parking standard to be provided in addition – minimum of one space	
Car parking	A reasonable level of car parking will be expected that takes into account the accessibility of a development site, the type of accommodation and the capacity for on-street parking. One bed house/flat: one space per dwelling Two bed house/flat: 1.25 spaces per dwelling Three or more bed house/flat: an average of 1.5 spaces per dwelling In respect of individual or small-scale developments these standards will be applied flexibly to allow for the best layout of the site. On occasion this may result in the provision of driveway space which exceeds that specified in the guidelines. Sheltered Housing: one space per warden	

D1 – Non-residential Institutions

Vehicle Type	Standard	
Cycles	Staff/children/students: Clinics/Dentist – one space per five staff Nursery/Creche/Childrens Centre – one space per five staff and buggy storage Primary school – one space per five staff, one space per 10 children and scooter storage Secondary School/6th Form Colleges/CFE's – one space per five staff and one space per five students	Visitors: Clinics/Dentist – one space per two consulting rooms Nursery/Creche/Childrens Centre – one space per 10 children Primary school – one space per 100 children Secondary School/6th Form Colleges/CFE's – one space per 100 students Places of worship/Community Halls/Youth Clubs/Libraries/other Cultural centres – one space per 100m^2
Disabled people	Staff: From a threshold of 500m^2, 3% of the parking standard to be provided in addition – minimum of one space	Visitor: 5% of capacity to be reserved for disabled people (minimum of one space) where form of development permits
Service Vehicles	All developments will be expected to demonstrate how servicing will be undertaken and provide adequate facilities for coaches.	
Car parking	Staff: Medical/health centre – one space per duty doctor/nurse/other medical and one space per two admin/clerical staff Schools – one space per two F/T staff Colleges/University/other training centres – one per two duty staff	Visitor: Medical/health centre – three spaces per consulting room Schools – 10% of the staff parking standard, in addition Colleges/University/other training centres – one per 15 students Community halls/Places of Worship/Church halls – one space per 20m^2 Libraries – one space per 100m^2

D2 – Recreation and Leisure

Vehicle Type	Standard	
Cycles	Staff: Theatres/cinemas/stadia – one space per 300 seats Sports Centres/Swimming Pools – one space per five staff	Visitors: Theatres/cinemas/stadia – one space per 30 seats Sports Centres/Swimming Pools – one space per 100m^2
Disabled people	Staff: From a threshold of 500m^2, 3% of the parking standard to be provided in addition – minimum of one space	Visitor: 5% of capacity to be reserved for disabled people (minimum of one space) where form of development permits
Service Vehicles	All developments will be expected to demonstrate how servicing will be undertaken. Adequate coach parking facilities.	

D2 – Recreation and Leisure (continued)	
Vehicle Type	**Standard**
Taxis	Adequate pick up and drop off for taxis.
Car parking	**Staff:** Theatres/cinemas/concert halls – one space per two staff	**Visitor:** Theatres/cinemas/concert halls – one space per 10 seats Bingo Hall/Casino/Dance Halls/Discos – one space per 22m² Sports Hall/swimming pool/Gymnasium – one space per 22m² Stadia – one space per 15 seats

Other uses and parking standards	
Vehicle Type	**Standard**
Cycles	Railway stations: three spaces per stopped carriage during peak period Bus/coach station: one space per bus stand Park and Ride: one space per 50 car spaces
Car parking	Petrol Filling Stations: one space per 25m² sales kiosk Vehicle repair garages: one space per 25m² workshop space and three spaces per MOT test bay Motor vehicle sales: one per 50m² of sales display area

Explanatory Notes:

Provision for Motorcycles

Motorcycles are a distinctive mode of travel throughout the city. For all developments provision should be made for motorcycle parking spaces equal to 5% of the car parking standard. Spaces should conform with the standard dimensions and security requirements set out below.

Parking Provision for Disabled people

Car parking spaces for disabled people should be clearly identified for blue badge holders only and should be located so as to allow easy access to the buildings they serve. In all parking solutions the use of these reserved spaces should be regularly monitored to confirm that the recommend proportion is appropriate. Adequate car parking provision should still be provided for disabled people in developments which are proposing no off-street car parking.

Clarifications

1. All figures expressed are also "part thereof".
2. The standards apply, unless otherwise stated, to all categories of development for which planning permission is required i.e. new developments, conversions, material changes of use.
3. Good design principles will be expected for all parking provision. Design solutions need to refer to the Transport Development Management Policy with regard to the preferred hierarchy for the accommodation of car parking.
4. Gross floor space is defined as the net lettable floor space together with associated circulation and service areas (i.e. inclusive of reception and lift access, stairwells, toilets, etc.). Areas for plant and car parking are excluded from this definition.

5. All car parking standards are a maximum unless otherwise stated.

6. All other standards are a minimum unless otherwise stated.

Standard dimensions

- One car space = 2.4m x 4.8m (or 7'9" x 15'6")
- Additional space may also be required in some circumstances for clearance from structures i.e. walls, fences.
- For car spaces in line (end to end parking) assuming access available from the side = 2.4m x 6.6m (7'9" x 21'6")
- The minimum dimensions for a single residential garage = 6.0m x 3.0m
- One car space for vehicles used by Disabled people = 3.6m x 5.0m (11'8" x 16'4")
- The typical measurements of a large adult cycle are 1.8m long, 1.1m high and 0.65m wide.
- One motorcycle space = 2.5m x 1.5m (or 8'2" x 5')

Developments making specific provision for motorcycles should have regard to the need for security and incorporate appropriate proprietary anti-theft or tampering measures.