

# Challenges and Choices Part 2 Choices for the future

# Sustainability Appraisal Interim Report

Consultation version

November 2020



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## Non-Technical Summary

- i) The Challenges and Choices Part 2 'Choices for the Future' document, is at an early stage in the preparation of the Local Plan 2038. Its purpose is to consult on the broad approaches to where development might take place, as part of the preparation of the spatial strategy. This Sustainability Appraisal (SA) is an assessment of the spatial strategy approaches and the broad locations presented within the Choices document.
- ii) Sustainability Appraisal takes each spatial approach identified as capable of delivering the identified housing requirement, and examines it against a range of environmental, social and economic objectives, which have been defined in the Council's <u>Sustainability Appraisal Scoping Report</u>. The object of the exercise is to highlight the likely effects of each broad spatial approach. This allows the approaches to be compared against each other, and, can be used to identify mitigation measures that could be taken to make sure that adverse effects can be addressed.
- The aim of Sustainability Appraisal is to promote sustainable development through the integration of environmental, social and economic considerations into the preparation of planning documents. Sustainability Appraisal of the Local Plan 2038 documents is required by Government, to ensure that plans contribute to the statutory objective of contributing to the achievement of sustainable development. This extends beyond the Strategic Environmental Assessment that EU legislation requires for Local Plans. Both requirements are combined in this report.
- iv) Preparation of the SA of the Local Plan 2038 involves two key stages:
- Production of a <u>Scoping Report</u>. This identifies the key sustainability issues facing North Somerset and the sustainability objectives which will be used to appraise likely significant effects of the Local Plan 2038.
- Production of a Main SA Report, which demonstrates that the process of Sustainability
  Appraisal (incorporating the requirements of the EU Directive on Strategic Environmental
  Assessment) has been carried out properly and highlights the findings of this process to
  date.
- v) The four spatial approaches in the Choices document are thought to be principal reasonable alternatives for meeting the housing need identified over the plan period in terms of outlining a mix of possible places where different scales of development could take place. However, it should be noted that these are not definitive and there will be other variations. In fact, the preferred approach may be a hybrid containing several different elements outlined in these alternatives.
- vi) The four approaches are diagrammatically represented in the Choices document. They are categorised under the following broad categories:
  - Retain Green Belt
  - Urban Focus
  - Transport Corridors
  - Greater Dispersal



- vii) The sustainability appraisal assessment of the different spatial approaches has been completed in two phases. The first phase was the high-level assessment of all the places or locations that had been identified within the different approaches. The second phase was a broad assessment of how the different approaches compared to each other. This two-phase appraisal has been completed to help inform decision making as plan-making progresses, not as a way of identifying the best or preferred approach.
- viii) A high-level summary comparison of the different spatial approaches against the 16 sustainability objectives indicate that, as may be expected the different approaches perform well under some of the objectives and not as well against other objectives. This assessment is presented below.
  - **Objective 1.1** Ensure a range of job opportunities are easily accessible without having to use a car.

It would appear that this objective is best met by approach 2, which locates growth within easy access of the principal centres of Weston and Bristol, followed by those which include locations at the towns. Approaches 1 and 4 perform less well where growth in a number of places would rely on the car for access to job opportunities.

• **Objective 1.2** - Locate development where there is a demand for new employment particularly where there is a known sector demand.

Approach 2, which provide a significant scale of growth accessible to jobs performs well where employment demand is likely to be focused at Weston and Bristol, then the towns and other locations such as the port and airport. Approach 3 performs less well than 2 where development is located in smaller settlements, which are not judged to have demand for new employment. Approach 1 which avoids Green Belt locations and therefore employment demand at Bristol, port and airport, and approach 4 which includes a wider range of sites but with a smaller scale of growth at each, perform less well than approach 2 or 3.

 Objective 1.3 - Provides opportunities to improve economic wellbeing and reduce inequalities

The urban focus approach 2 performs best where development is concentrated at the principal locations of Weston and Bristol, alongside opportunities provided at the other towns. Approach 3 provides an increased likelihood of accessing opportunities through sustainable travel modes, so performs better than approach 1. The dispersed approach 4 is assessed as performing least well for this objective.

 Objective 1.4 – Promote the optimal use of land which supports regeneration, maximise re-use of previously developed (brownfield) land and protects BMV and the agricultural economy

All of the approaches have identified locations for development which are associated with existing large settlements, where brownfield regeneration or urban renewal is possible. Because of this, all perform well under this objective. However, those approaches with locations in the countryside (1,3 and 4) contain places with land identified as high probability of being Best and Most Versatile agricultural land quality and so perform less well because of this.





 Objective 1.5 – Promote development which requires a deliverable level of high quality and sustainable infrastructure

All approaches generate the need for significant infrastructure investment. The objective is best met by approach 2 which concentrates growth at Weston and SW Bristol. Whilst this is still likely to require a significant package of investment, this could have wider benefits to existing Weston residents and possible Mass Transit use at Bristol. The other approaches, which require several infrastructure schemes, run an increased risk of some of these not being funded or delivered.

• Objective 2.1 - Boost delivery and meet the housing need identified within the plan period

Whilst approaches 2 and 3 perform better in terms of addressing housing need, as they concentrate development at larger-scale sites, delivery could be delayed given, for example due to the need for master planning and infrastructure provision. In contrast the dispersed approach 4 and more spread approach 1 would boost delivery by providing a wide range of development opportunities, but most locations would not address the housing need.

• Objective 2.2 - Deliver affordable or specialist housing where it is most needed

Approach 2 performs best where development is concentrated at Weston and SW Bristol where affordable housing is most needed. Approach 3 performs well for the same reasons. It is noted that all development should provide a proportion of affordable housing.

• **Objective 2.3** - Achieve reasonable access to a wide range of community, educational, town centre and healthcare facilities

Approaches 2 and 3 which focus growth at the urban areas and therefore have better access to a wider range of community, educational, town centre and healthcare facilities performed best. Approach 1 and 4 contain places with limited and in some cases poor access to a range of facilities, so does not perform as well overall as the other approaches

• Objective 2.4 - Enhancing community cohesion and community facilities provision

The urban focused approaches 2 & 3 perform best due to both the larger scale of the development proposed and their potential integration with existing urban areas. In contrast the higher proportion of smaller scale growth in approach 1 and 4 would be less likely to support a wide range of community facilities.

• **Objective 2.5** - Achieve healthy living opportunities - access to Open Spaces, Public Rights of Way, walking and cycling opportunities, Outdoor leisure and cultural activities

Approaches 1 and 3 perform well where most places have good accessibility. Approach 2 also performs well where development is concentrated in urban areas, providing good accessibility to healthy living opportunities and these can be accessed both by active travel and sustainable travel options. Approach 4 is likely to benefit from closer connections to outdoor leisure pursuits but is assessed as least likely to have reasonable accessibility to the full range of healthy living opportunities, which includes cultural facilities, such as theatres.





 Objective 3.1 - Supports decentralised renewable energy generation - (assessed just for wind or solar & heat networks)

Approach 2 performs best where large and very-large scale development are likely to mean heat network development is more viable and approach 3 performs well for the same reason. The places in approach 2 also benefit from having identified potential for wind and solar development. The dispersed nature with smaller scale of development in approach 4 may make heat networks less viable. However, it is recognised that technologies such as heat pumps are advancing and are likely to become increasingly viable with widespread use in the near future. Further assessment will be required when new data on the full range of renewable energy resources becomes available in 2021.

 Objective 3.2 - Minimise vulnerability to tidal & fluvial flooding, without increasing flood risk elsewhere. Also minimise surface water flood risk and harm to water quality and availability

SW Bristol is largely identified as Flood Zone1 and Approach 2 identifies very large-scale development here. Approach 3 contains large scale development at Nailsea, which contains areas of flood zone 3, but it is possible to accommodate development avoiding this. Approaches 1 and 4 contain several places which include areas in Flood Zone 3. It is noted that it is possible for all approaches to deliver the required scale of development outside of Flood Zone 3.

Objective 3.3 – Reduce the need to travel by car

Approach 2 and 3 have been identified as having the best potential to reduce the need to travel by car, with facilities, services and public transport options available. All of the other approaches contain places which do not have good accessibility to facilities and services and are more likely to lead to car use.

• **Objective 3.4** -Minimise impact on and where appropriate enhance treasured landscape/ townscape such as the Mendip Hills AONB

All of the approaches have the potential for adverse impacts on landscape and townscapes. There are pros and cons with each approach. However, 4 performs poorly, with the potential to impact on high sensitivity landscapes at more locations.

 Objective 3.5 - To conserve and enhance historic places, heritage assets and their settings

Approach 1 performs well under this objective because it provides opportunities to reduce existing detrimental impacts on heritage assets. Approach 2 performs equally well where large scale development takes place at locations with few identified heritage constraints. Approaches 3 and 4 contain places with a greater range of heritage constraints.

• **Objective 3.6** - Protect and where possible enhance Biodiversity, Geodiversity and Green Infrastructure, particularly with respect to protected habitats and species

Approach 2, which concentrates development in the existing towns and near to Bristol has been identified as having a lower potential to adversely impact on biodiversity, habitats and species. Most of the places within approach 1 are also identified as having a low potential for impact. Approach 3 is identified as having greater potential for





adverse impact on bats and designated sites and approach 4 has mixed effects but tends to include more potential for adverse impacts.

#### **Next Steps**

- This Sustainability Appraisal Report accompanies the consultation on the 'Choices for the Future' document, which is part of the Local Plan 2038. This Interim Report is accompanied by the Scoping Report, which sets out the policy context, baseline information and other background. These two documents together form the SA Report at this stage of plan preparation. Comments may be made on any aspect of the SA Report during the consultation period.
- x) When a draft Local Plan is produced, it will be accompanied by the next stage of the Sustainability Appraisal, which will again be subject to consultation.

### How to Comment on the Sustainability Appraisal Report

- xi) The council welcomes representations on any aspects of this report. Representations should be made in writing and ideally should be submitted via the council's <u>e-consult system</u>.
- xii) Representations can also be made by email or post, addresses below:
  - Email: <u>planning.policy@n-somerset.gov.uk</u>; or
  - Post: Planning Policy and Research, Post Point 15, Town Hall, Walliscote Grove Road, Weston-super-Mare, BS23 1UJ.
- xii) All representations must be received by received by **midnight on 14 December** 2020.

#### Where to view material

xiii) All documents can be viewed or downloaded via the council's website on the page:

<u>Local Plan 2038</u>





## 1. Introduction

## Context for the Sustainability Appraisal (SA) Process

- 1.1. North Somerset Council is in the process of preparing its Local Plan, which will set out where and how new development will take place in North Somerset over 15 years from 2023 to 2038. When finalised, it will include allocations for different land uses, such as housing and employment, and policies to guide decision making on planning applications.
- 1.2. The first stage of Local Plan development 'Challenges and Choices' is presented in two parts. Part 1 'Challenges for the future' has been already been consulted on. Part 2 'Choices for the Future' is now being consulted on and this is the Sustainability Appraisal of the four broad spatial approaches presented within that document.
- 1.3. Sustainability Appraisal is a process that is carried out as an integral part of developing planning policy documents, with the aim of promoting sustainable development. This is done by appraising the social, environmental and economic effects of a plan from the outset and in doing so, helping to ensure that sustainable development is treated in an integrated way in the preparation of development plans. It is a requirement of national and European legislation and is subject to the same level of public consultation and scrutiny as a Local Plan document.
- 1.4. Sustainability appraisal is an ongoing and iterative process, influencing the development of planning policy.

### SA Purpose and requirements

- 1.5. The Sustainability Appraisal process is governed by European and national legislation, supported by government policy, which includes:
  - The Planning and Compulsory Purchase Act 2004, which requires consideration of sustainability appraisal for all emerging DPDs. Section 39 of the Planning and Compulsory Purchase Act 2004 places the concept of "sustainable development" at the heart of the planning system.
  - The requirements of European Directive 2001/42/EC (often known as the Strategic Environmental Assessment (SEA) Directive) which requires the preparation of an environmental report that considers the significant environmental effects of a plan or programme. This Directive is transposed into UK law by The Environmental Assessment of Plans and Programmes Regulations 2004: Statutory Instrument 2004 No. 1633 (the SEA Regulations).
- 1.6. The purpose of the planning system is to contribute to the achievement of sustainable development. The National Planning Policy Framework (NPPF) says (para. 8):
  - "Achieving sustainable development means that the planning system has 3 overarching objectives, which are interdependent and need to be pursued in mutually supportive ways (so that opportunities can be taken to secure net gains across each of the different objectives):





- an economic role to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure;
- a social role to support strong, vibrant and healthy communities, by ensuring that a
  sufficient number and range of homes can be provided to meet the needs of
  present and future generations; and by fostering a well-designed and safe built
  environment, with accessible services and open spaces that reflect current and
  future needs and support communities' health, social and cultural well-being; and
- an environmental role to contribute to protecting and enhancing our natural, built
  and historic environment; including making effective use of land, helping to improve
  biodiversity, using natural resources prudently, minimising waste and pollution, and
  mitigating and adapting to climate change, including moving to a low carbon
  economy.
- 1.7. The Government's <u>National Planning Practice Guidance</u> (NPPG) contains a section on Strategic Environmental Assessment and Sustainability Appraisal, which aims to provide clarity on the need for sustainability appraisal and strategic environmental assessment in relation to plan development. It states that it is a systematic process that must be carried out during the preparation of local plans and spatial development strategies.

#### The Local Plan

- 1.8. In accordance with the NPPF all councils are required to maintain an up-to-date Local Plan. The preparation of the Local Plan 2038 is provided for in the council's current Local Development Scheme and will contribute towards the aim of an up-to-date Local Plan.
- 1.9. In Summer 2020 we consulted on the Part 1 of the Challenges and Choices document 'Challenges for the Future'. This focussed on the issues that need to be considered and the plan's priorities. The feedback from this consultation has helped to clarify the priorities and shape Part 2: Choices for the Future document. This outlines the broad spatial strategy approaches for locating development over the next 15 years. This report outlines the sustainability appraisal of these spatial approaches.

## Aims of this SA Report

- 1.10. This report constitutes a high-level sustainability appraisal of the spatial approaches outlined in the Choices for the future consultation. Both reports are being issued for formal consultation between 2 November to 14 December 2020.
- 1.11. The purpose of Sustainability Appraisal is not to identify the best options. It is a tool to be used during the preparation of a plan, to inform decision-making to ensure that sustainability considerations are fully considered in the next stages of local plan development. This initial SA will be followed by more detailed technical assessment on the preferred spatial strategy and policies to be developed for the Local Plan 2038.
- 1.12. This SA Report meets the requirements of both the Planning and Compulsory Purchase Act 2004 and the SEA Regulations. Together with the Scoping Report, this includes the required





elements of an 'Environmental Report' (the <u>outputs required by the SEA Directive</u>, Appendix 3).



## 2. The Sustainability Appraisal Process

### **SA Scoping Report**

- 2.1 The Scoping Report identifies the scope and level of detail to be included in the sustainability appraisal process through examination of the state of North Somerset as it is today, key issues which could affect future sustainability have been identified. Using this information, sustainability objectives have been developed, against which the draft policies and proposals of the Local Plan 2038 will be assessed, to inform any judgements on what approach might best achieve these sustainability objectives. Full detail of the process involved can be read in the Scoping Report.
- 2.2 Consultation with the three specified national environmental bodies (Natural England. Historic England and the Environment Agency) was carried out between March and April 2020. Responses were received from all these statutory consultees. The scoping report was also published alongside the Local Plan pre-commencement document in March 2020 and additional comments were received. All the comments with the council responses can be viewed in the Consultation Report.

## The Sustainability Appraisal Framework

- 2.3 The <u>Sustainability Appraisal framework</u> (Appendix 1) provides a way in which the sustainability effects of different approaches can be described, analysed and compared. The process of undertaking a sustainability appraisal involves the identification of sustainability objectives which are used to measure and monitor the success of the plan.
- 2.4 The sustainability appraisal framework sets out each of the 16 sustainability objectives, formulated from the assessment of the baseline conditions. The sustainability objectives provide a mechanism to assess how well different approaches perform in terms of sustainability and inform judgements on which approaches best achieve sustainability objectives. The sustainability objectives are broadly classified into economic (1) social (2) and environmental (3) themes. It is recognised that there is some overlap in these broad categories. However, it is useful to categorise the objectives to ensure that economic, social and environmental factors of sustainability are adequately covered. The SA Framework will be used to assess all the options in Local Plan development.
- 2.5 Alongside each sustainability objective, the framework details a set of 'decision-making criteria'. These criteria are what the SA will look to identify in terms of positive and negative effects of each approach or option identified. Alongside these are a small number of indicators, which will allow the performance on that issue to be gauged, now and in the future. These indicators will be used to scrutinise and evaluate potential approaches for the North Somerset Local Plan. Using a consistent approach as a starting point to score the effects of Local Plan content will allow for transparent appraisal.
- 2.6 Appendix 2 outlines the <u>criteria used for assessing each of the sustainability objectives</u> this details the data, including the GIS layers that were used to make the assessment of places against each of the sustainability objectives. It also contains an agreed list of assumptions, including accessibility criteria used to make the assessment.





## 3. Appraisal of the spatial approaches

3.1 This sustainability appraisal accompanies the Choices for the future consultation document. This document outlines the broad approaches for where new housing, employment and community uses might be located over the next 15 years. The purpose of the Choices consultation is to seek views on four different spatial approaches. This consultation will help identify a preferred approach which will be taken forward into the next stages of local plan preparation.

#### Reasonable alternatives

- 3.2 The SEA Directive requires an assessment of the likely significant environmental effects of implementing any alternative identified in the plan, compared with "reasonable alternatives taking into account the objectives and the geographical scope of the plan". The four spatial approaches in the Choices document are thought to be principal reasonable alternatives for meeting the housing need identified over the plan period in terms of outlining a mix of possible places, where different scales of development could take place. However, it should be noted that these are not definitive and there will be other variations. In fact, the preferred approach may be a hybrid containing several different elements outlined in these alternatives.
- 3.3 The four approaches are diagrammatically represented in the Choices document. They are categorised under the following broad categories:
  - Retain Green Belt
  - Urban Focus
  - Transport Corridors
  - Greater Dispersal
- 3.4 Each broad spatial approach comprises a number of places or locations that could be considered for growth through the preparation of the Local Plan. Evidence from the Strategic Housing Land Availability Assessment, including the availability of land and overall distribution of sites was used to inform the capacity bands applied to each location. The places identified within each approach have undergone high-level sustainability appraisal using the scoring criteria within the SA framework. Broad assumptions are made about potential capacity. It is these places (not detailed sites) that have undergone high-level sustainability appraisal using the scoring criteria within the SA framework.
- 3.5 To ensure that a broad assessment was completed of each place, the assessment included both all land within settlement boundaries (where these were present) and also land surrounding the location, which is well-related to the place being assessed.
- 3.6 In order to achieve consistency in the assessment, the 'scoring' criteria listed in the <u>SA</u> <u>framework</u> is provided. The scoring ranges from ++, which indicates very good compliance or significant contribution to a sustainability objective through to - which indicates very poor performance or potential to undermine a sustainability objective. Where necessary neutral symbols are used (**0**) and unknown impacts will also be identified (**?**). The full range of <u>SA scoring criteria is outlined in Table 2</u>.





- 3.7 When performing the assessment, consideration was given to the potential scale of development at each location and this was reflected within the scoring, but only where this had the potential to make a difference to meeting the sustainability objective. An example of this is where very large-scale development has the potential to deliver new infrastructure, services and facilities at a location.
- 3.8 It is acknowledged that there were some difficulties encountered during the assessment procedure. This was in part due to data availability. This included data relating to the demand for affordable housing, which was used to assess sustainability objective 1.3 Provides opportunities to improve economic wellbeing and reduce inequalities. Also, it is recognised that evidence on renewable energy generation is currently limited to solar and wind technology and assumptions about heat network viability. This evidence is currently being updated to cover the full range of both renewable heat as well as electricity generation and this will be available for further rounds of Sustainability Appraisal testing.

### Sustainability Appraisal results

- 3.9 The sustainability appraisal assessment was completed in two phases. The first phase was the high-level assessment of all the places or locations that had been identified within the different approaches. The second phase was a broad assessment of how the different approaches compared to each other. This two-phase appraisal has been completed to help inform decision making as plan-making progresses, not as a way of identifying the best or preferred approach.
- 3.10 The purpose of this technical assessment is to provide a high-level summary of how the four approaches may contribute to the range of sustainability objectives identified. This assessment has been conducted on the broad locations or places within each spatial approach, rather than an assessment of individual sites or development proposals. As the purpose of the assessment is to compare the broad approaches, the SA results should not be used to identify the sustainability credentials of individual places, based on the scoring within the assessment. Sustainability Appraisal of individual locations/sites will take place as the local plan progresses to the next stages of development.
- 3.11 The results of the high-level <u>sustainability assessment of the places identified within the broad spatial approaches</u> is presented in <u>Table 1</u> below.
- 3.12 The assessment provides an indication of where places may perform better than others against a sustainability objective. The reasons why a place may perform better will be due to a range of factors, which will include the distance to existing services and facilities. Where places have good accessibility to services and facilities by active travel (e.g. have pavements, cycle lanes) or sustainable travel modes (good bus service, rail station access), these locations will perform better under sustainability assessment as they reduce the likelihood of car use. The assessment will also identify the physical characteristics and constraints at a given location. This is identified through GIS assessment. An example of this is where a place contains or is in proximity to significant heritage constraints. This could include listed buildings, conservation areas and perhaps scheduled monuments. All of these could be affected by new development. This place would therefore perform poorly





against the objective '3.5 To conserve and enhance historic places, heritage assets and their settings.'

### Assessment of spatial approaches against the sustainability objectives

- 3.13 Whilst the <u>assessment of places within the different spatial approaches</u> (Table 1) provides an overall summary of the SA assessment, it is quite difficult to make a comparison between the spatial approaches just using the results as presented. To allow further analysis, the results from the initial assessment were analysed and a written description of the SA findings provided. This was the second phase of the assessment process.
- 3.14 This further analysis was achieved by assessing the proportion of places within each approach that received positive, negative or neutral scores, and noting how this compared to the other broad spatial approaches. Through doing this, it was possible to assess how well each approach performed under each sustainability objective. The results from this assessment of each approach under the sustainability objectives is presented in Table 3.
- 3.15 Using the analysis presented in <u>Table 3</u>, a high-level summary comparison of the different spatial approaches, against the 16 sustainability objectives can be made. These summaries are presented below.
  - **Objective 1.1** Ensure a range of job opportunities are easily accessible without having to use a car.
- 3.16 It would appear that this objective is best met by Approach 2, which locates growth within easy access of the principal centres of Weston and Bristol, followed by those which include locations at the towns (Approach 3). Approaches 1 and 4 perform less well where growth in a number of places would rely on the car for access to job opportunities.
  - **Objective 1.2** Locate development where there is a demand for new employment particularly where there is a known sector demand.
- 3.17 Approach 2, which provide a significant scale of growth accessible to jobs, performs well where employment demand is likely to be focused at Weston and Bristol, then the towns and other locations such as the port and airport. Approach 3 performs less well than 2 where development is located in smaller settlements, which are not judged to have demand for new employment. Approach 1 which avoids Green Belt locations and therefore, employment demand at Bristol, port and airport, and approach 4 which includes a wider range of sites but with a smaller scale of growth at each, perform less well than approach 2 or 3.
  - **Objective 1.3** Provides opportunities to improve economic wellbeing and reduce inequalities
- 3.18 The urban focus approach 2 performs best where development is concentrated at the principal locations of Weston and Bristol, alongside opportunities provided at the other towns. Approach 3 provides an increased likelihood of accessing opportunities through sustainable travel modes, so performs better than approach 1. The dispersed approach 4 is assessed as performing least well for this objective.





- **Objective 1.4** Promote the optimal use of land which supports regeneration, maximise reuse of previously developed (brownfield) land and protects BMV and the agricultural economy
- 3.19 All of the approaches have identified locations for development which are associated with existing large settlements, where brownfield regeneration or urban renewal is possible. Because of this, all perform well under this objective. However, those approaches with locations in the countryside (1,3 and 4) contain places with land identified as high probability of being Best and Most Versatile agricultural land quality and so perform less well because of this.
  - **Objective 1.5** Promote development which requires a deliverable level of high quality and sustainable infrastructure
- 3.20 All approaches generate the need for significant infrastructure investment. The objective is best met by approach 2 which concentrates growth at Weston and SW Bristol. Whilst this is still likely to require a significant package of investment, this could have wider benefits to existing Weston residents and possible Mass Transit use at Bristol. The other approaches, which require several infrastructure schemes, run an increased risk of some of these not being funded or delivered.
  - Objective 2.1 Boost delivery and meet the housing need identified within the plan period
- 3.21 Whilst approaches 2 and 3 perform better in terms of addressing housing need, as they concentrate development at larger-scale sites, delivery could be delayed given, for example due to the need for master planning and infrastructure provision. In contrast the dispersed approach 4 and more spread approach 1 would boost delivery by providing a wide range of development opportunities, but most locations would not address the housing need.
  - Objective 2.2 Deliver affordable or specialist housing where it is most needed
- 3.22 Approach 2 performs best where development is concentrated at Weston and SW Bristol where affordable housing is most needed. Approach 3 performs well for the same reasons. It is noted that all development should provide a proportion of affordable housing.
  - **Objective 2.3** Achieve reasonable access to a wide range of community, educational, town centre and healthcare facilities
- 3.23 Approaches 2 and 3 which focus growth at the urban areas and therefore have better access to a wider range of community, educational, town centre and healthcare facilities performed best. Approach 1 and 4 contain places with limited and in some cases poor access to a range of facilities, so does not perform as well overall as the other approaches.
  - Objective 2.4 Enhancing community cohesion and community facilities provision
- 3.22 The urban focused approaches 2 & 3 perform best due to both the larger scale of the development proposed and their potential integration with existing urban areas. In contrast the higher proportion of smaller scale growth in approach 1 and 4 would be less likely to support a wide range of community facilities.
  - **Objective 2.5** Achieve healthy living opportunities access to Open Spaces, Public Rights of Way, walking and cycling opportunities, Outdoor leisure and cultural activities





- 3.23 Approaches 1 and 3 perform well where most places have good accessibility. Approach 2 also performs well where development is concentrated in urban areas, providing good accessibility to healthy living opportunities and these can be accessed both by active travel and sustainable travel options. Approach 4 is likely to benefit from closer connections to outdoor leisure pursuits but is assessed as least likely to have reasonable accessibility to the full range of healthy living opportunities, which includes cultural facilities, such as theatres.
  - **Objective 3.1** Supports decentralised renewable energy generation (assessed just for wind or solar & heat networks)
- 3.24 Approach 2 performs best where large and very-large scale development are likely to mean heat network development is more viable and Approach 3 performs well for the same reason. The places in Approach 2 also benefit from having identified potential for wind and solar development. The dispersed nature with smaller scale of development in approach 4 may make heat networks less viable. However, it is recognised that technologies such as heat pumps are advancing and are likely to become increasingly viable with widespread use in the near future. Further assessment will be required, when new data on the full range of renewable energy resources becomes available in 2021.
  - **Objective 3.2** Minimise vulnerability to tidal & fluvial flooding, without increasing flood risk elsewhere. Also minimise surface water flood risk and harm to water quality and availability
- 3.25 SW Bristol is largely identified as Flood Zone1 and Approach 2 identifies very large-scale development here. Approach 3 contains large scale development at Nailsea, which contains areas of flood zone 3, but it is possible to accommodate development avoiding this. Approaches 1 and 4 contain several places which include areas in Flood Zone 3. It is noted that it is possible for all approaches to deliver the required scale of development outside of Flood Zone 3.
  - Objective 3.3 Reduce the need to travel by car
- 3.26 Approaches 2 and 3 has been identified as having the best potential to reduce the need to travel by car, with facilities, services and public transport options available. All of the other approaches contain places which do not have good accessibility to facilities and services and are more likely to lead to car use.
  - **Objective 3.4** -Minimise impact on and where appropriate enhance treasured landscape/townscape such as the Mendip Hills AONB
- 3.27 All of the approaches have the potential for adverse impacts on landscape and townscapes. There are pros and cons with each approach. However, 4 performs poorly, with the potential to impact on high sensitivity landscapes at more locations.
  - **Objective 3.5** To conserve and enhance historic places, heritage assets and their settings
- 3.28 Approach 1 performs well under this objective because it provides opportunities to reduce existing detrimental impacts on heritage assets. Approach 2 performs equally well where large scale development takes place at locations with few identified heritage constraints. Approaches 3 and 4 contain places with a greater range of heritage constraints.
  - **Objective 3.6** Protect and where possible enhance Biodiversity, Geodiversity and Green Infrastructure, particularly with respect to protected habitats and species



- 3.29 Approach 2, which concentrates development in the existing towns and near to Bristol has been identified as having a lower potential to impact on biodiversity, habitats and species. Most of the places within approach 1 are also identified as having a low potential for impact. Approach 3 is identified as having greater potential for adverse impact on bats and designated sites and approach 4 has mixed effects but tends to include more potential for adverse impacts.
- 3.30 Further SA will be carried out as the Local Plan progresses.



Table 1: Sustainability Appraisal of the different spatial approaches

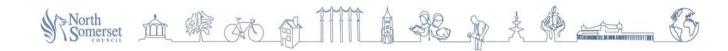
1. Retain Green Belt						S	ustainab	ility App	raisal Ol	ojectives						
Places	1.1	1.2	1.3	1.4	1.5	2.1	2.2	2.3	2.4	2.5	3.1	3.2	3.3	3.4	3.5	3.6
WSM	++	++	++	++	-	-/+	++	++	++	++	+	+/-	++	++	-	+\\$
Nailsea	+	++	+	+/-	-	++/-	+	++	++	++	++	-	++	-/+	-	-
Backwell	+	-/+	-/+	-\ŝ	-	++/-	+	++	++	++	++	++	+ +	-/+		-
Banwell	++	-\ŝ	-	-/+	++	+/-	++	+	0	+	++	+	-		+	0\\$
Claverham	-	-\s <u>`</u>	+		++	+/-	-		/+	+	++	++	-	-	0	/+
Churchill	0	-\\$	-		+	+/-	+	+	+	+	++	++	+	-/+		+
Congresbury	-	-\\$	-/+	-\ŝ	+	+/-	+	+	+	+	++	-/+	+	-	-	/+
Sandford	0	-\\$	-	-\s <u>`</u>	++	+/-	+	+/-	0	+	++	++	-	+/-	0	0\\$
Winscombe	-		+/ -		++	+/-	+	+	0	+	+	++	+/-		0	+\\$
Wrington	0	-\s	-	-\s <u>`</u>	+	+/-	+	+/-	+	+	++	-/+	-	-		+\\$
Yatton	0	-/+	++	-\s <u>`</u>	+/-	+/-	+	+\\$	+	+	++	-	+ +	-/+	-	/+
Locking	++	-\s <u>`</u>	- /+	-\ŝ	+/-	+/-	+	+/-	0	+	+/-	-	-		+	+
Hutton	++	-	-/+	- \\$	+/-	+/-	+	+/-	0	+	0	-/+	-	-	-	+
Bleadon	+		-/+	-\\$	+/-	+/-	+		0	+	0	-/+	-/+	-	0	-
East of WSM	++	+	-\ŝ	-/+	+	++/-	++	++	+	++	++	+	++	0	0	+\\$



North of Churchill	0	-\\$	-\\$	- \s	-	++/-	+	 +	++	++	++	-	0	0	+
Criorcriiii															

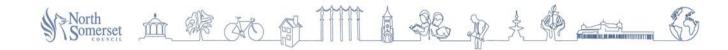
2. Urban Focus						Su	ustainab	ility App	raisal O	bjective	s					
Places	1.1	1.2	1.3	1.4	1.5	2.1	2.2	2.3	2.4	2.5	3.1	3.2	3.3	3.4	3.5	3.6
WSM	++	++	++	++		-/+	++	++	++	++	+	+/-	++	++	-	+\\$
Nailsea	+	++	+	+/-	+	++/-	+	++	++	++	++	-	++	-/+	-	++/-
Portishead	+	++	+/-	+\s <u>`</u>	++	++/-	+	++	++	++	0	+/-	++	++	-	++/-
East of WSM	++	+	-\ <u>\$</u>	-/+	+	++/-	++	++	+	++	++	+	++	0	0	+\\$
South West Bristol	++	++	+	-/+	-	++/-	++	++	++	++	+/-	++	+\		0	0\\$

3. Transport Corridors		Sustainability Appraisal Objectives														
Places	1.1	1.2	1.3	1.4	1.5	2.1	2.2	2.3	2.4	2.5	3.1	3.2	3.3	3.4	3.5	3.6
Nailsea	+	++	+	+/-	-	++/-	+	++	++	++	++	-	++	-/+	-	-
Portishead	+	++	+/-	+\\$	+/-	+/-	+	++	++	++	0	+/-	++	+/-	-	0
Backwell	+	-/+	- / +	-\ś	-	++/-	+	++	++	++	++	++	+ +	-/+		-
Easton-in-Gor	0	-/+	- / +	-	+/-	++/-	++	++/-	+	+	-/+	++	+	-	0	+



Flax Bourton	+	\$\\+	-/+		-	+/-	+	+/-	+	+	0	++	- / +	+	-	+
Long Ashton	++	-/+	-/+	-\ŝ	++	++/-	+	-/+	-/+	+	0	++	+			-
Yatton	0	-/+	++	-\\$	+/-	+/-	+	+\\$	0	+	++	-	++	-/+	-	/+
Abbots Leigh	-	ŝ	- / +		-	+/-	+	-/+	0	+	0	++	+		+	\ś
East of WSM	++	++	-\\$	- / +	+	++/-	++	++	++	++	++	+	++	0	0	+\\$
South West Bristol	++	++	+	-/+	1	++/-	++	++	+	++	-/+	++	+\ \$		0	0

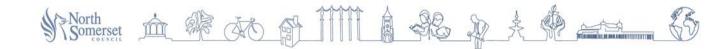
4. Greater Dispersal						Sı	ustainab	ility App	raisal O	bjectives						
Places	1.1	1.2	1.3	1.4	1.5	2.1	2.2	2.3	2.4	2.5	3.1	3.2	3.3	3.4	3.5	3.6
WSM	++	++	++	++	-	+/-	++	++	++	++	+	+/-	++	++	-	+\\$
Nailsea	+	++	+	+/-	+	+/-	+	++	++	++	++	-	++	-/+	-	+\\$
Portishead	+	++	+/-	+\s	++	+/-	+	++	++	++	0	+/-	++	++	-	++/-
Backwell	+	-/+	-/+	-\\$	-	+/-	+	++	0	++	++	++	+ +	-/+		-
Banwell	++	-\ś	-	-\\$	++	+/-	++	+	0	+	++	+	-		+	0\\$
Claverham	-	-\ś	+		++	+/-	+		0	+	++	++	-	-	0	/+
Churchill / Lower Langford	0	-\\$	-		+	+/-	+	-/+	0	+	++	++	+	-/+		+



Congresbury	-	-\\$	- / +	-\ś	+	+/-	+	-/+	0	+	++	-/+	+	-	-	/+
Dundry	++	-\\$		-\	++	+/-	+		0	+/-	0	++			+	-
Easton-in- Gordano	0	-/+	-/+	-	+/-	+/-	++	++/-	0	+	-/+	++	+	-	0	+
Flax Bourton	+	\$\+	-/+		-	+/-	+	+/-	0	+	0	++	-/+	+	-	+
Long Ashton	++	-/+	- / +	-\\$	++	+/-	+	-/+	-/+	+	0	++	+			0
Sandford	0	-\\$	-	-\ś	++	+/-	+	+/-	0	+	++	++	-	+/-	0	0\\$
Winscombe	-		+/ -		++	+/-	+	+	0	+	+	++	+/-		0	+\\$
Wrington	0	-\\$	-	-\ś	+	+/-	+	+/-	0	+	++	-/+	-	-		+\\$
Yatton	0	-/+	++	-\\$	+/-	+/-	+	+\\$	0	+	++	-	+ +	-/+	-	/+
Abbots Leigh	-	-/+	- / +		-	+/-	+	-/ +	0	+	0	++	-		+	0\\$
Failand	-		-/+	-	++	+/-	+		0	+/-	0	++	-	-	0	0
Portbury	+	-/+	-/ +		++	+/-	+		0	+	+/-	++		+	+	0\\$
Tickenham	+		+/-	-\\$	+/-	+/-	+		0	+	0	-	-	-	+	-
Locking	++	-\\$	- /+	-\\$	+/-	+/-	+	+/-	0	+	+/-	-	-		+	+
Hutton	++	-	- / +	- \\$	+/-	+/-	+	+/-	0	+	0	-/+	-	-	-	+
Bleadon	+		- / +	-\\$	+/-	+/-	+		0	+	0	-/+	- / +	-	0	-
East of WSM	++	+	-\ś	- / +	+	++/-	++	++	+	++	++	+	++	0	0	+\\$
North of	0	-\ŝ	-	- \ś	-	++/-	+		+	+	++	++	-	0	0	+



Churchill															
South West Bristol	++	-/+	+	-/+	-	++/-	++	++	+	++	-/+	++	+/ ś	 0	0\\$



## Table 2: Sustainability Appraisal scoring criteria

Symbol	Effect	Contribution to sustainability objective
++	Significant positive effect likely (little scope for further enhancement)	Makes a close or optimal contribution to the objective
++/-	Significant positive effect likely overall; while there may be some slight negative aspects there is scope for further enhancement.	
+ (includes +/?, ?/+, 0/+)	Minor positive effect (capable of enhancement) likely overall (may be mixed with uncertain effects)	Makes a significant direct or indirect contribution to the objective
0, 0/\$	Negligible effect likely or mixed with uncertainty	
- (includes -/?, ?/-)	Minor negative effects likely, or with uncertainty	Makes a minor, indirect contribution to the objective
/+	Significant negative effect likely but may be some scope for mitigation	
	Significant negative effect, with little scope for mitigation	Has the potential to significantly undermine the objective
ŝ	Likely effect uncertain	
+/-, ++/, -/+	Mixed effects (positive and negative); can be significant or minor	



Table 3: Assessment of each approach under the sustainability objectives

Code	Sustainability objective	1 Potain Groon Bolt	2 Urban Focus	3 Transport Corridors	4 Greater Dispersal
1.1	objective  Ensure a range of job opportunities are easily accessible without having to use a car	Retain Green Belt  While just over half of the places in this approach are judged to have good or very good access job opportunities without using a car, the remainder are judged to have poor or limited access reflecting their	Urban Focus  All the places in this option are judged as having good or very good access top job opportunities.	Transport Corridors  Most places in this approach are judged to have good access to job opportunities. But it does not perform as well where a proportion of the growth is located at Abbots Leigh, Eastonin-Gordano and Yatton,	opportunities. The smaller places in this approach do not offer the range of job opportunities likely to
		distance away from key centres of employment. This approach does not include places close to Bristol where there is a wide range of employment.		which do not have the range of jobs found at Weston and Bristol.	reduce reliance on commuting.



1.2 Locate
development
where there is a
demand for new
employment
particularly where
there is a known
sector demand.

This approach provides for development well related to potential employment demand at the main towns of Weston and Nailsea. But many of the more peripheral locations included in the approach are unlikely to attract any significant employment beyond meeting local needs or associated with existing businesses. Business growth is likely to be constrained in the northern part of the district, such as at the port or airport and locations well-related to Bristol.

This approach places development at the main towns where there is strong potential for future employment demand. Very largescale development near Bristol has potential to attract some new demand particularly from business wanting good connections into the city and the strategic road network. The absence of more peripheral locations in this approach is beneficial for this objective.

This approach does not perform as well with more development at Backwell, Easton-in Gordano and Yatton, which have less potential to generate employment. Very largescale development near Bristol has potential to attract some new demand particularly from business wanting good connections into the city and the strategic road network. The absence of more peripheral locations in this approach is beneficial for this objective.

The dispersed nature of this approach means that there are a mix of places, some of which could attract high demand for business. notably the towns and other locations, but the scale of growth at each location would be small potentially reducing the potential for mixed-use development including business use. Most locations are very peripheral and unlikely to attract future demand of any scale beyond potentially meeting local needs and being attributed to existing businesses.



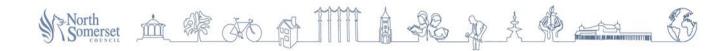
1.3 Provides
opportunities to
improve economic
wellbeing and
reduce
inequalities

Weston-super-Mare, Nailsea, plus Yatton provide relatively good accessibility to employers and educational opportunities, with the potential for these to be accessed by active travel modes. However, this approach also contains places which do not have good accessibility. It also contains large scale development at East of W-s-M and North of Churchill, where it is difficult to assess, as currently there are few opportunities, but the scale of development proposed would provide new job opportunities.

Weston-super-Mare and Nailsea provide relatively good accessibility to employers and educational opportunities, with the potential for these to be accessed by active travel modes. The very large-scale development is proposed at SW Bristol would provide both good accessibility to a wide range of employment in Bristol and also likely to provide a range of new job opportunities. However, large scale development proposed at East of W-s-M is difficult to assess, as currently there are few opportunities.

Portishead and Yatton provide relatively good accessibility to employers and educational opportunities, with the potential for these to be accessed by active travel modes. It also contains large-scale development at SW Bristol which would provide both good accessibility to a wide range of employment in Bristol and could provide new opportunities. However, this approach also contains places which do not have good accessibility and largescale development at East of W-s-M, where it is difficult to assess, as currently there are few opportunities.

Weston-Super-Mare, Nailsea, Yatton and Claverham provide relatively good accessibility to employers and educational opportunities, with the potential for these to be accessed by active travel modes. However, this approach also contains many places which will not offer good accessibility to a range of job and educational opportunities. Also, this option contains both N of Churchill and East of W-s-M, which are difficult to assess, as currently there are few opportunities, but the scale of development is likely provide new job opportunities.



1.4	Promote the	Growth at Weston and	Growth close Weston	Growth at Portishead	The dispersed nature of this
	optimal use of	Nailsea can help support	and Bristol could help	and Nailsea could help	approach has the least
	land which	urban regeneration on	support regeneration of	to generate brownfield	potential for supporting
	supports	brownfield sites, but	brownfield sites. But	sites, but growth in	regeneration as most
	regeneration,	locations and scale of	development in these	these locations would	growth would be in
	maximise re-use	development elsewhere	locations would also	include some greenfield	locations remote from urban
	of previously	does not. Three places	include some greenfield	sites. but these are not	areas. This approach
	developed	have been identified as	sites. However, these	identified as having a	includes greenfield site
	(brownfield) land	containing Best and Most	sites have not identified	high probability of being	locations and 6 of these are
	and protects BMV	Versatile Agricultural	as having a high	best and most versatile	identified as Best and Most
	and the	Land Quality.	probability of being Best	agricultural quality. Two	Versatile Agricultural Land
	agricultural		and Most Versatile	places in this approach	Quality.
	economy.		agricultural quality.	do contain land	
				identified as BMV.	



1.5 Promote
development
which requires a
deliverable level of
high quality and
sustainable
infrastructure.

Weston, Nailsea, Backwell and North of Churchill could all require significant infrastructure investment. Weston has mixed land values and dependent on the quantum and location of development could require strategic transport and flooding investment. Whilst some of the other locations may not require significant infrastructure investment in those villages with flood risk areas this would depend on actual location.

There are unknown infrastructure requirements associated with development at East of WsM and N of Churchill.

Growth at Weston poses issues in this approach because of the likely need for strategic transport improvements (especially at J21) and possible flood mitigation. Also, the low viability in parts of the town. There are unknown infrastructure requirements associated with development at SW Bristol. However, by concentrating development in two main locations resources could be better managed.

There are unknown infrastructure requirements associated with development at SW Bristol. In addition, there would be new infrastructure requirements associated with higher potential development numbers at Nailsea and possible flooding infrastructure requirements at Portishead.

Growth at Weston poses issues in this approach because of the likely need for strategic transport improvements (especially at J21) and possible flood mitigation. Also, the low viability in parts of the town Smaller scale development proposed in many other places may negate the need for some of the largescale infrastructure projects when assessed individually. The cumulative impacts of the transport network, the need to share facilities across a wider geographical area and difficulties of servicing a more dispersed population will require a spread of infrastructure investment which would require funding.

There are unknown infrastructure requirements associated with development at SW Bristol, East of WsM and N of Churchill.



2.1	Boost delivery and meet the housing need identified within the plan period	This approach with a wide range of development opportunities, could benefit from quicker delivery and therefore boost overall delivery over the plan period. However, the smaller scale of development would not boost delivery as much as if the large-scale developments could be delivered.	The large and very large-scale development scales proposed under these locations may pose issues with deliverability.	The large and very large-scale development scales proposed under these locations may pose issues with deliverability.	This approach with a wide range of development opportunities, could benefit from quicker delivery and therefore boost overall delivery over the plan period. However, the smaller scale of development would not boost delivery as much as if the large-scale developments.
2.2	Deliver affordable or specialist housing where it is most needed	This approach with smaller scale development throughout the district is less likely to provide the scale of affordable housing where it is most in need - principally identified as Weston through IMD statistics.	This approach with development concentrated at Weston and SW Bristol is most likely to provide affordable housing where it is most needed.	This approach with very large-scale development at SW Bristol but significant growth also at the towns is still likely to provide affordable housing where it is most needed, but not as likely as approach 2.	This approach with smaller scale development dispersed across the district is less likely to provide the scale of affordable housing where it is most needed.



	Г	T	Г		r
2.3	Achieve	Most places in this	This approach performs	This approach performs	This approach has mixed
	reasonable access	approach have	strongly because most	strongly because most	results, with over half of the
	to a wide range of	reasonable access, but a	of the growth is at	of the growth is at the	places not achieving good
	community,	minority of places are	Weston and Bristol with	towns and SW Bristol	access to services and
	educational, town	judged to have limited	good access to a wide	and E of WsM are likely	facilities, but significant
	centre and	access to a wide range of	range of community,	to provide good access	development at East of
	healthcare	facilities and services.	educational, town	to a wide range of	WsM and SW Bristol are
	facilities	North of Churchill does	centre and healthcare	community, educational,	likely to achieve good
		not perform well as	facilities.	town centre and	access. North of Churchill
		currently would not		healthcare facilities.	does not perform well as
		achieve good access.			currently would not achieve
					good access.
2.4	Enhancing	However, many places	All places in this	Most places in this	Most places within this
	community	within this approach have	approach, given the	approach with the large	approach with small scale
	cohesion and	a neutral score as the	scale of development	scale of development	of development that may be
	community	small scale of	envisaged score	envisaged score	achievable have a neutral
	facilities provision	development that may be	positively.	positively. However,	score. But this approach
		achievable wouldn't be		Long Ashton, Yatton	does also contain places
		enough to create new		and Abbots Legh are	where a larger quantum of
		facilities.		unlikely to have the	development is proposed,
				same potential to	and these perform well.
				enhance provision.	



2.5	Achieve healthy living opportunities - access to Open Spaces, Public Rights of Way, walking and cycling opportunities, Outdoor leisure and cultural activities	This approach performs well, where development is proposed in existing towns, East of W-s-M and North of Churchill which are assessed to currently have or have the potential to provide good accessibility to a range of open spaces and cultural activities with the benefit of cycle paths. The main villages are judged to have reasonable access where they lack cycle	All places in this approach, apart from Long Ashton are judged to have good accessibility to healthy living opportunities. Long Ashton will not benefit from the range of cultural activities offered by the principal towns but will still have reasonable access.	Most places in this approach have good accessibility to healthy living opportunities and the villages are judged to have reasonable opportunities. As these villages are within existing travel corridors, a range of sustainable travel options will be available.	Most of the places in this approach are judged to have at least reasonable accessibility. Dundry and Failand have limited access to the wider opportunities provided in the other locations.
3.1	Supports decentralised renewable energy generation - (assessed just for wind or solar and heat networks) RERAS study 2021	paths and cultural activities.  Many places in this approach are identified as being located within/adjacent to areas with solar and wind potential. However, the scale of development at many of the locations is likely to make heat network development less viable.	This approach with large scale development indicates a greater potential to support heat network development.	Large scale development at SW Bristol likely to have greater potential to support heat network development. There are fewer places in this approach are identified as being located within/ adjacent to areas with solar and wind potential.	The dispersed nature of this approach may mean that heat networks are less viable. But, many of the places in this approach are identified as being located within/ adjacent to areas with solar and wind potential.



3.2	Minimise	There are more places in	The very large-scale	The very large-scale	There are more places in
	vulnerability to	this approach which are	development proposed	development proposed	this approach, which are
	tidal & fluvial	more susceptible to flood	at SW Bristol makes	at SW Bristol makes this	more susceptible to flood
	flooding, without	risk, based on the Flood	this Approach	Approach preferable in	risk, based on the FZ within
	increasing flood	Zones within or near to	preferable in terms of	terms of flood risk as	or near to their location.
	risk elsewhere.	their location. However,	flood risk as most of the	most of the land here is	However, East of W-s-M,
	Also minimise	North of Churchill and	land here is identified	identified as Flood Zone	North of Churchill and SW
	surface water	East of W-s-M are not	as Flood Zone 1	1. However, large	Bristol are all identified as
	flood risk and	identified as of high flood		development is	having lower flood risk
	harm to water	risk.		proposed for Nailsea,	potential.
	quality and			which contains land in	
	availability			the higher flood risk	
				zones.	

3.3	Reduce the need	Whilst the existing towns	This approach with	This approach with	There are more places in
	to travel by car	in this approach provide	development	development	this approach which do not
		opportunities to reduce	concentrated at existing	concentrated at existing	have the necessary public
		the need to travel by car,	towns and close to	towns and close to	transport provision to
		there are also many	Weston and Bristol has	Weston and Bristol has	reduce the need to travel by
		places which do not have	a good potential to	a good potential to	car. North of Churchill is
		the necessary public	reduce the need to	reduce the need to	currently not well connected
		transport/ active travel	travel by car.	travel by car. Places	to existing travel corridors
		required. North of		which are on travel	providing suitable
		Churchill is currently not		corridors (Abbots Leigh	approaches.
		well connected to existing		and Flax Bourton)	
		travel corridors providing		suggest that car use is	
		suitable approaches.		likely to be one of the	
				travel modes used.	
				However, this would	
				only account for a small	
				percentage of the	
				overall planned	
				development.	



3.4	Minimise impact on and where appropriate enhance treasured landscape/ townscape such as the Mendip Hills AONB	This approach is judged to have the potential to have severe impacts on landscape and townscape with development at Banwell, Winscombe and Locking and to a lesser extent at Claverham, Congresbury, Hutton and Bleadon. But brownfield development at existing towns can reduce the overall impact	This approach with Nailsea and SW Bristol has been identified as having a greater potential to adversely affect landscape. Development at the Weston and Portishead reduces potential for overall impact on landscape and townscape.	This approach contains more places with potential to impact land/townscape and only Flax Bourton is identified with little landscape sensitivity. It identifies Long Ashton, Abbots Leigh and SW Bristol to have potential for significant impact and to a lesser extent Easton in Gordano.	This approach has the potential to impact on landscape with more locations of high sensitivity, including Banwell, Dundry, Long Ashton, Winscombe, Abbots Leigh, Locking and at SW Bristol. Other villages are judged to be sensitive so could also be detrimentally impacted.
3.5	To conserve and enhance historic places, heritage assets and their settings	This approach has mixed results. It does contain Banwell and Locking, where development has the potential to lessen the current impact on Heritage assets. Some places in this approach are identified to pose little potential to impact heritage assets, however just as many places are identified as having the potential to have a negative impact on heritage assets.	This approach may have less impact where large scale development at East of Weston-super-Mare and SW Bristol have limited heritage assets. However, Long Ashton, Nailsea & Portishead are identified as having significant heritage constraints.	This approach contains Long Ashton and Backwell which have been identified as having potential for a range of heritage impacts. However, this Approach may have less overall impact, where large scale development at East of W-s-M and SW Bristol have limited heritage assets.	This approach contains Backwell, Churchill, Long Ashton and Wrington, which have been identified as having significant heritage constraints. Also, the principal towns are identified as having the potential to have a negative impact on heritage assets. However, as development is dispersed, this approach also contains places where potential impacts are assessed to be far more severe.

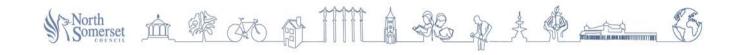


3.6	Protect and where	Some places within this	This approach appears	This approach has more	Some places within this
	possible enhance	approach have relatively	to have the least	potential for adverse	approach have relatively
	Biodiversity,	higher potential for	potential for adverse	impact, particularly	high potential for adverse
	Geodiversity and	adverse impact regarding	impact. This is largely	reflecting larger scale	impact regarding ecological/
	Green	ecological and/or	because in some places	development (and not	geological designations. A
	Infrastructure,	geological designations.	there is significant	just brownfield) at	number of places also had
	particularly with	However, most of the	inclusion of brownfield	Nailsea and Backwell,	neutral or slight negative
	respect to	places within this	development and most	with the potential for	scores reflecting likelihood
	protected habitats	approach have low	of the bio/geodiversity is	greater impact on bats	of potential impact taking
	and species	potential for adverse	associated with	and designated sites.	account of scale of
		impact.	greenfield locations		development and
			outside of the urban		designated sites.
			areas. This results in		
			positive performance		
			reflecting relatively		
			good potential for		
			avoiding adverse		
			impacts.		

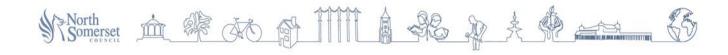


## Appendix 1: Sustainability Appraisal Framework

SA Objective	Decision-making criteria (SA	will look for)	Suggested scoring criteria/	Relevant SEA topic	
SA Objective	Positive effect (+/++)	Negative effect (-/)	Indicator(s)		
1.1 Ensure a range of job opportunities are easily accessible without having to use a car	Development near Weston-super-Mare, Bristol, Clevedon, Nailsea or Portishead town centres and major employment areas, offering a wide range of jobs and near train stations or on a range of frequent bus routes to employment areas	Development which is distant from a range of employment opportunities and dependent on the car to access a range of employment options	[++] within 5km of Weston and Bristol centres and North Fringe  [+] good accessibility (defined in Appendix 2) to sustainable travel options to the above (or within 5km to Clevedon, Nailsea or Portishead and major employers (more than 250 employees)  [0] limited accessibility to job opportunities (Appendix 2) and /or in the vicinity of only 1 major employer  [-] poor accessibility (Appendix 2) to major employers with local service jobs in vicinity  [] no or very limited job opportunities in the vicinity	Population, Human Health, Climate	
1.2 Locate development where there is a demand for new employment,	Development where there is demand for employment space. Development that contributes towards the	Development where there is little demand. Development that does not contribute towards the needs identified by the	*(see detail in <u>Appendix 2</u> ) [++] for areas of high demand [+] for some demand	Material assets	



SA Objective	Decision-making criteria (SA	will look for)	Suggested scoring criteria/	Relevant SEA topic
o, conjective	Positive effect (+/++)	Negative effect (-/)	Indicator(s)	Kelevalli ozix lopie
particularly where	needs identified by the	North Somerset	[?] untested location	
there is a known sector demand	North Somerset Employment Land	Employment Land Review	[] difficult to attract employment	
	Review		Score can be enhanced to a higher level if the employment is for a known priority sector	
1.3 Provides opportunities to improve economic wellbeing and	Development that provides access to good quality jobs, education and training	Development that does not provide good access to jobs, education and training	[++] mixed use developments in locations with good access to jobs, training and education (see Appendix 2 for accessibility criteria)	Population, human health
reduce inequalities	opportunities for all		[+] developments with good access to some of the above	
			[-] limited access to jobs, training and educational opportunities (appendix 2)	
			[] development in a location with poor access (appendix 2) to jobs, training and education	
			Where locations adjoin areas of concentrated disadvantage (identified via IMD), mitigation should refer to difficulty of making any credible linkage.	
1.4 Promote the	Development on	Development on open	[++] development can include brownfield	Soil, Flora & Fauna,



SA Objective	Decision-making criteria (SA will look for)		Suggested scoring criteria/	Relevant SEA topic	
or objective	Positive effect (+/++)	Negative effect (-/)	Indicator(s)	Refevant of A topic	
optimal use of land which supports regeneration, maximise re-use of previously developed (brownfield) land and protects Best and Most Versatile Agricultural Land and the rural economy	previously developed land/ brownfield sites.  Development where optimal use can be made of land by building at higher density.  Protect Best and Most Versatile (BMV) Agricultural Land for agricultural use through development on land of low BMV classification (Grade 3b - 5)	space/ greenfield/ sites.  Development on high Agricultural Land Value (ALV) classification (grade 1 – 3a)  Loss of local food growing land of demonstrable value.	sites, non-agricultural land (ALV classification 3b – 5 or low probability of BMV)  [+] some greenfield site, but its location is such that it could be developed at very high density. Most of site is ALV Grades 3b to 5  [-] greater than 50% ALV Grades 1 to 3a, some brownfield possible  [] greenfield sites, greater than 50% site is ALV Grades 1 to 3a  [-/+] greenfield sites with mix of probabilities of BMV agricultural land  [+/?] mix of brownfield and greenfield with a mix of probabilities of BMV agricultural land quality	Biodiversity	
1.5 Promote development which requires a deliverable level of high-quality and sustainable	High land value areas.  Areas where funding for major infrastructure projects is secured  e.g. Infrastructure	Areas of low viability.  Areas in need of major infrastructure works  e.g. railway crossings, major flood mitigation	<ul> <li>[++] high value areas (Community Infrastructure Level (CIL) Zone C) with no major infrastructure requirements (bypasses, etc)</li> <li>[+] Medium land value areas (CIL Zone B) development in locations with reasonable</li> </ul>	Material assets	



SA Objective	Decision-making criteria (SA	will look for)	Suggested scoring criteria/	Relevant SEA topic
	Positive effect (+/++)	Negative effect (-/)	Indicator(s)	Refevant sex topic
infrastructure.	providing wider benefits/ unlocking economic	required, major transport infrastructure required	existing infrastructure, therefore likely to need limited infrastructure requirements	
	growth		[] Low Value Land areas (CIL Zone A) development in locations which will require essential major infrastructure requirements/ areas of low viability unable to secure affordable housing or CIL requirements	
2.1 Boost housing delivery and meet the housing need identified within the plan period	Development that is can meet specific needs and/or more general housing needs in the short-term	Development that is likely to require a longer lead in time for development.	(see Appendix 2 for facilities assumed to be provided with different scales of development)  [++] where very large-scale development is likely and/or will contribute to meeting housing need within first 5 years of local plan	Population
			[+] where medium scale development is likely and/or longer-term development with longer lead in times	
			[-] smaller development which restricts larger scale and/or on-site restrictions could severely limit the development potential	



SA Objective	Decision-making criteria (SA	will look for)	Suggested scoring criteria/	Relevant SEA topic
o, conjective	Positive effect (+/++)	Negative effect (-/)	Indicator(s)	
<b>2.2</b> Deliver affordable or	Development that contributes to meeting	Development that does not contribute to meeting	[++] developments located in areas of greatest affordable housing need	Population, human health
specialist housing where it is most needed	the needs identified at the area's most in need	affordable needs where most needed.	[+] developments in areas of some affordable housing need	
		[-] where only limited affordable housing proposed		
			[] where no affordable housing proposed	
2.3 Achieve			See accessibility scoring at Appendix 2:	Population, Human
reasonable access to a wide range of facilities (community,	to a wide range of wide range of facilities.  Multi-purpose community community	reasonable distance and with no public transport to community facilities.	[++] majority facilities and services within reasonable walking and cycling distance and a good public transport connection	health, Climate
educational, town centre and healthcare facilities)  secondary schools, higher education establishments supermarkets, and doctor's surgery.		[+] some facilities and services within reasonable walking and cycling distance and some public transport connections		
		[0] access would require short car journeys		
	J ,		[-] most facilities beyond reasonable walking and cycling distance), limited public transport connections	
			[] no or very limited facilities/services	



SA Objective	Decision-making criteria (SA	will look for)	Suggested scoring criteria/	Relevant SEA topic	
on objective	Positive effect (+/++)	Negative effect (-/)	Indicator(s)	Kelevalli ozav lopie	
2.4 Enhancing community cohesion and community facilities provision including cultural facilities	Development which adds to the retail and leisure services and facilities within a town centre.  Development which would create a demonstrable increase in footfall and potential use of a centre.  Good access to cultural services e.g. museums, libraries, theatres	Development which has the potential to remove retail and leisure services and facilities from a town centre.  Physical barriers to integration	See Appendix 2 for assumed facilities/services expected to be delivered at different scales of development  [++] development which brings significant benefits to the local community), well integrated with the community. Or of a scale which will help support a struggling town centre.  [+] development Is of a scale which justifies a new village or neighbourhood. Which builds own identity in time.  [0] no effect  [-] new development outside and greater than 5km from town/village centre  [] development which is not well integrated or is physically separated from the adjoining settlement	Population, human health, cultural heritage	



SA Objective	Decision-making criteria (SA	will look for)	Suggested scoring criteria/	Relevant SEA topic	
	Positive effect (+/++) Negative effect		Indicator(s)	No. or announced pro-	
2.5. Improve health and wellbeing /healthy living opportunities - access to Open Spaces, Public Rights of Way, walking and cycling opportunities, Outdoor leisure activities	Development in a location providing access to suitable (quantity and quality) of public open space.  Development on or adjacent to primary walking network/ PRoW routes.  Appropriate development at coastal locations	Development in a location lacking access to suitable (quantity and quality) of public open space.  Development on public open space which reduces quantity, quality and accessibility.  Development outside PRoW network.	See accessibility criteria at Appendix 2:  [++] good accessibility to a wide range and choice of open spaces, public rights of way, walking and cycling opportunities and outdoor leisure activities – or scale of potential development would deliver significant new green infrastructure and connectivity.  [+] reasonable accessibility to the above  [+/-] access to open space, public rights of way and walking and cycling opportunities in immediate vicinity however limited access to a range of wider opportunities  [-] limited access to the above  [] poor access to the above	Human health, Population, landscape	
3.1 Supports decentralised renewable energy generation (where there are no significant adverse	Development which integrates renewable energy, where there is an identified potential renewable energy source nearby.	Development which is likely to use non-renewable forms of energy generation and has little potential to connect into or provide a new heat network (dispersed	<ul> <li>[++] significant extent of area identified as having potential for wind or solar energy development</li> <li>[+] parts of surrounding area identified as having potential, or the development potential is of a significant enough scale</li> </ul>	Climate, material assets	



SA Objective	Decision-making criteria (SA	will look for)	Suggested scoring criteria/	Relevant SEA topic
o, cobjective	Positive effect (+/++) Negative effect (-/)		Indicator(s)	Kelevalli ezix lopie
impacts on the local environment)	Development with the potential to provide new heat network (high density) or has the potential to links into existing heat networks.	settlement scenarios)  Development which is likely to have a damaging effect on sensitive landscapes and on ecology.	to possibly deliver heat networks  [0] no areas with potential for wind and solar schemes within reasonable proximity  [-] due to environmental constraints, schemes would have significant adverse impacts	
3.2 Minimise vulnerability to tidal & fluvial flooding, without increasing flood risk elsewhere. Also minimise surface water flood risk and harm to water quality and availability.	Development in flood zone 1/2.  Development proposed in areas of lowest flood risk  Development which mitigates existing flood risk from tidal or fluvial sources.  Development which infiltrates surface water through sustainable drainage methods  Development which protects and improves the ecological and	Development in flood risk zone 3a/b.  Highly vulnerable development in flood risk zone 3a  Any other development in areas of flood risk  Flood defences and mitigation measures that would have negative effects on flooding elsewhere.  Development which creates water quality issues, particularly in Groundwater Source	[++] > 60% Flood Zone 1  [+] > 60% Flood Zone 2  [+/-] significant area in Flood Zone 1 and significant in flood zones 3a and b, which may allow development in areas at sequentially lower risk  [-] > 60% Flood zone 3a, which will require flood risk mitigation measures  [] > 60% Flood Zone 3b which will require flood mitigation measures (significant negative impact could be reintroduced via climate change)	Water, Climate, Human health, material assets



SA Objective	Decision-making criteria (SA	will look for)	Suggested scoring criteria/	Relevant SEA topic
on objective	Positive effect (+/++)	Negative effect (-/)	Indicator(s)	Relevani de la lopie
	chemical status of freshwater, transitional waters and coastal waters.	Protection Zones.		
3.3 Reduce the need to travel by car	Development allows for walking and cycling for accessibility  Development within reasonable distance of rail station.  Development within reasonable distance of bus stops which offer a range of route options  Development with access to multiple bus routes.	Development does not promote walking or cycling for accessibility  Development outside reasonable distance of rail station.  Development outside reasonable distance to bus stops or with poor route provision.  Development outside cycling network.	Reasonable accessibility by all transport modes (see Appendix 2):  [++] very good accessibility especially by walking/cycling  [+] good accessibility including by train/bus  [+/-] limited accessibility by some modes  [] poor accessibility by any transport mode except car	Climate, human health, air.
3.4 Minimise impact on and where appropriate enhance treasured landscape/ townscape, such	Developments which enhance the visual attractiveness of the area, creating quality placed and contributing to townscape,	Developments which detract from visual attractiveness of the area.  Development likely to lead to loss of, change or harm	[++] site contains majority low landscape sensitivity [+] site contains majority low to medium landscape sensitivity [0] site contains majority medium	Landscape



SA Objective	Decision-making criteria (SA	will look for)	Suggested scoring criteria/	Relevant SEA topic
	Positive effect (+/++)  Negative effect (-/)		Indicator(s)	
as the Mendip Hills AONB and Conservation Areas.	landscape, and /or character of the settlement.  Sites unlikely to cause any significant adverse impact on either the general landscape or townscape	to townscape or landscape or character of a settlement.	Iandscape sensitivity  [-] site contains majority medium to high landscape sensitivity.  [] site contains majority High landscape sensitivity / in or affecting the setting of an AONB/ within a registered landscape (i.e. scheduled monument, open space landscape)	
3.5 To conserve and enhance historic places, heritage assets and their settings	Development that is likely to safeguard, protect, and where appropriate enhance, the significance of any affected heritage asset, historic townscape or landscape.	Development likely to harm the significance of an affected heritage assets or its setting.	Heritage advice likely to be needed on the following:  [++] enhances heritage assets [+] minor positive effect is likely overall on the heritage asset [0] site has no known heritage assets within boundary— and would not affect heritage setting.  [-] minimal harm to the significance of the heritage asset [] considerable harm to the significance of a heritage asset [?] likely effect on the heritage asset is uncertain	Cultural heritage
<b>3.6</b> Protect and where possible	Development that integrates/preserves or	Development on or adjacent to national and	[?] for most sites – SNCI, etc. impact could be positive, neutral or negative and will	Biodiversity, Fauna & Flora



SA Objective	Decision-making criteria (SA	will look for)	Suggested scoring criteria/	Relevant SEA topic
JA OBJECTIVE	Positive effect (+/++)	Negative effect (-/)	Indicator(s)	Relevani SEA TOPIC
enhance Biodiversity, Geodiversity and Green Infrastructure and allow its adaptation to climate change. Particularly with respect to protected habitats and species. Where this is not possible onsite, an offsite contribution to biodiversity enhancement will be required.	enhances existing local sites/ habitats or features.  Development that maintains/enhances the connectivity and integrity of Wildlife Networks/ habitats.  Development which allows adaptation to climate change through the connection of habitats (wildlife corridors)  Development which enhances existing Green Infrastructure corridors  Development that takes opportunities to provide new/ strengthen existing Green Infrastructure corridors.	local sites (including Wildlife Corridors) that creates potential for harm.  Development that would fragment the connectivity and Integrity of Wildlife Networks.  Development that severs existing Green Infrastructure corridor.  Development that leads to loss of individual Green Infrastructure assets on existing corridors in the Strategic Network.	not be known until design work is progressed. Phase 1 assessments may be needed  [++] net gain/enhancement of bio/ geo diversity and GI networks can be demonstrated  [+] protection of existing bio/geo diversity and GI networks can be demonstrated  [0] if no known biodiversity constraints  [-] mitigation of avoidable harm e.g. reducing the area considered for development  [] where impact on European sites seems likely	



## Appendix 2: Criteria to be applied within the sustainability assessment

Guide for accessibility assessment:

Accessibility rating	Walking distance	Cycling distance	Distance from rail station	Frequency of train services	Distance from bus stop	Frequency of bus services	Criteria met
Very good access	Within 800m (10 minutes)	Within 2.5 km (10 mins) with cycle path	Within 400m	5 or more per hour	Within 200m	Every 15 minutes of less	Meets walking and cycling criteria
Reasonable access		Within 2.5 km (10 mins)	Within 800m	3 – 4 per hour	Within 400m	Between 15 and 30 mins	Meets rail and bus criteria only
Limited access	Between 800m – 2000 m	More than 2.5km with no	Within 1200m	1 – 2 per hour	Within 800m	Between 30 and 60 mins	Meets 1 or 2 criteria only
Poor access	More than 2000 m	cycle paths	Greater than 1200m	Less than 1 per hour	Greater than 800m	More than 60 mins between services	None of the criteria met

**Objective 1.1:** Scoring using the accessibility scoring criteria outlined above, plus proximity to Bristol and Weston-super-Mare.

**Objective 1.2:** Factors indicating future demand for employment/business growth in an area. The factors below are taken from the North Somerset Employment Land Review (2018) and indicate some of the most important factors and constraints that either encourage or constrain business growth. This provides a guide to the assessment of each place for criteria 1.2, however given the broad nature of the assessment, can only provide an indication of potential future demand at each place that should be subject to further, more detailed analysis through the plan making process.

Most important factors for demand	
Factor	Relevance to places
Proximity to skilled workforce – strongest factor	Place is a main town or places within 5km and well connected to a



	main town or Bristol by sustainable transport.	
Access to road network and car parking provision - strongest factor	Places with good an immediate access to motorway or A road	
oximity to key clients/markets - strong factor Difficult to assess. In general places closer to main urban area		areas (four
	towns and Bristol should perform better)	
Access to rail and/or car parking provision - strong	Places with good and immediate access to rail station	
factor		
Most significant constraints for growth:		
Factor	Relevance to places	
Road congestion	Place has an identified congestion issue, especially at peak times	
• Public transport links – i.e. rail access to Portishead is	Absence of a choice of public transport links and services.	
an issue		
Poor local facilities/amenities	Places with a poor range of local facilities	
Compliance with all above most important factors for demand		++
Compliance with 2-3 most important factors for demand		+
Compliance with 1 most important factor for demand		Ś
Compliance with none of the most important factors or	r presence of any of the most significant constraints	
Compliance with none of the most important factors fo	or demand and any of the most significant constraints	

Objective 1.3: GIS layers used to measure accessibility to Weston College, major employers, bus and cycle routes & rail stations.

Objective 1.4: GIS layer showing the Probability of Best and Most Versatile Agricultural Land Value and actual ALV where mapped.

**Objective 1.5:** Land value classification:

High land value areas	Community Infrastructure Levy Zone C
Medium land value areas	Community Infrastructure Levy Zone B
Low land value areas	Community Infrastructure Levy Zone A



**Objective 2.1:** Assumption applied that very large developments with longer timescales, may cause deliverability issues so may slow down delivery. Smaller scale development has shorter delivery timescales.

**Objective 2.2:** Use the Indices of Deprivation to identify those areas within North Somerset that are the most deprived across the district, development could be beneficial in these locations.

**Objective 2.3:** Use the GIS layers to consider accessibility scoring with proximity to: (Education (nurseries, primary and secondary schools); Community (public houses, community meeting places, library) Healthcare (hospitals and GP surgeries, Retail (supermarkets, post offices, cafes and restaurants, takeaways).

**Objective 2.4:** Assumption that larger scale developments will have the ability to deliver community facilities that will aid community cohesion. Also identify existing cultural facilities- such as theatres.

**Objective 2.5:** Use GIS layers to identify location of AONB, current local nature reserves, leisure centres, playing pitches, National Trust locations, coastline, large public open spaces. Take account of public rights of way and cycle routes (excluding those only suitable for experienced cyclists). Select GIS layers relating to travel options to allow assessment: (railway stations, bus stops, bus routes, urban and rural cycle routes).

**Objective 3.1:** Use GIS layers to locate areas identified as having solar and wind potential. Also consider whether scale of development potential at location could improve viability of heat networks.

Objective 3.2: Use GIS layers for Strategic Flood Risk Assessment (SFRA) of Tidal, Fluvial and Surface Water Flood risk.

**Objective 3.3:** Use GIS layers to measure accessibility and score using the criteria set out above.

**Objective 3.4:** Use Landscape sensitivity assessment (LSA layer) of 2018 to identify areas of low, medium and high landscape sensitivity.

Objective 3.5: Use GIS layers for Conservation areas, listed buildings and Ancient monuments.

**Objective 3.6:** Use layers which show SSSIs, local wildlife sites, North Somerset and Mendip Bats SAC Greater Horseshoe Bat Juvenile Sustenance Zone and consultation zones A, B and C, plus BRERC Regionally Important Geological and Geomorphological Sites.



Scale of development	Dwelling Number	Facilities likely to be delivered
Very large scale	3001+	e.g. Secondary school/ Multiple primary schools/ Mixed use local centre/ Employment/ GP surgery/community hall/ Facilities relocated from elsewhere with opportunity for improved provision/ Extensive GI provision – multi-functional and interconnected. / Major contribution to utilities upgrades. / Major transport infrastructure delivered through development + case for bid funding.
Large scale	1501-3000	e.g. Primary schools, small local centre/ GI provision – multi-functional and interconnected. / Transport infrastructure delivered through development + case for bid funding though lower number weakens case for public funding.
Medium scale	501-1500	Primary school(s) play space. / Improved access, surrounding network.
Small scale	0-500	Play space, immediate site access.
Employment  Detail from the North Somerset  Employment Land Review (2018)		[++] for areas of high demand (sites in or adjacent to Weston-super-Mare, South Bristol Fringe, J21 Enterprise Area, Land surrounding the Airport and Royal Portbury Dock, Portishead, Clevedon, Nailsea, and locations adjacent to M5 motorway)
		[+] for some demand (Backwell, Yatton)
		[?] untested location (if not listed above)
		[] difficult to attract employment (North of Churchill)



## Appendix 3: Compliance with SEA requirements

- I. The Strategic Environmental Assessment Directive is a European Union requirement that seeks to provide a high level of protection of the environment by integrating environmental considerations into the process of preparing certain plans and programmes. The aim of the Directive is "to contribute to the integration of environmental considerations into the preparation and adoption of plans and programmes with a view to promoting sustainable development, by ensuing that, in accordance with this Directive, an environmental assessment is carried out of certain plans and programmes which are likely to have significant effects on the environment". Further information concerning the requirements of the SEA Directive in relation to strategic environmental assessment and sustainability appraisal can be found in National Planning Practice Guidance.
- II. The SEA Directive requires that it is the likely significant effects of Local Plan 2038 documents that are appraised. In order to determine whether the effect of a policy or proposal is significant or not, several issues have been considered as detailed in the SEA Regulations:
  - Whether the effect is likely to be permanent or temporary.
  - The likelihood of the effect occurring.
  - The scale of the effect (e.g. whether it will affect one location or a wide area).
  - Whether it will combine with the effects of other policies and proposals to generate a cumulative effect greater than the effect of each individual policy or proposal.
  - Whether there are policies elsewhere at the regional or national level that will help to mitigate adverse effects occurring or support positive effects.
  - The current status and trends in the environmental, social and economic baseline or characteristics of the area affected.
  - Whether it is likely to affect particularly sensitive locations (e.g. landscapes, communities, habitats, historic buildings, particularly those that are designated at the international or national level) or mean that thresholds might be breached (e.g. air quality standards).

## References to 'Annex 1' are to Annex 1 of the SEA Directive

Source	SEA Regulation Requirements	Compliance
Annex 1 (a)	Provide an outline of the contents, main objectives of the plan or programme and relationship with other relevant plans and programmes	Scoping Report, introduction
Annex 1 (b)	Provide information on the relevant aspects of the current state of the environment and the likely evolution thereof without implementation	Scoping Report, section 4



	of the plan or programme		
Annex 1 (c)	Provide information on the environmental characteristics of areas likely to be significantly affected	Scoping Report, section 4	
Annex 1 (d)	Provide information on any existing environmental problems which are relevant to the plan or programme including, in particular, those relating to any areas of a particular environmental importance	Scoping Report, section 4	
Annex 1 (e)	Provide information on the environmental protection objectives, established at international, Community or Member State level, which are relevant to the plan or programme and the way those objectives and any environmental considerations have been considered during its preparation	Scoping Report, Appendix 1	
Annex 1 (f)	Provide information on the likely significant effects (see below), including on issues listed (see below)	Not provided at this stage. This is a high-level interim assessment only. This will be	
Annex 1 (f)	Provide information on secondary effects	completed for the options outlined within the draft	
(footnote 1): likely significant	Provide information on cumulative effects	Local Plan 2038	
effects to	Provide information on synergistic effects		
include	Provide information on short-term effects		
	Provide information on medium-term effects		
	Provide information on long-term effects	Not provided, as this is a	
	Provide information on permanent effects	high-level interim assessment only	
	Provide information on temporary effects		
	Provide information on positive effects		
	Provide information on negative effects		
Annex 1 (f): issues to include	Provide information on the likely significant effects on biodiversity, fauna and flora	Covered by the SA Framework (Scoping report Table 11 and Interim SA report Appendix 1	
	Provide information on the likely significant effects on population and human health		
	Provide information on the likely significant effects on soil		





	Provide information on the likely significant effects on water	
	Provide information on the likely significant effects on air	
	Provide information on the likely significant effects on climatic factors	
	Provide information on the likely significant effects on material assets	
	Provide information on the likely significant effects on cultural heritage including architectural and archaeological heritage	
	Provide information on the likely significant effects on landscape	
	Provide information on the likely significant effects on the interrelationship between the above factors	
Annex 1 (g)	Provide information on the measures envisaged to prevent, reduce, and as fully as possible offset any significant adverse effects on the environment of implementing the plan or programme	Not provided at this stage
Annex 1 (h)	Provide an outline of the reasons for selecting the approaches dealt with	Interim report, paras. 3.1 -3.4
	Provide a description of how the assessment was undertaken including any difficulties encountered in compiling the required information	Interim Report, paras. 3.1 – 3.8
Annex 1 (i)	Provide a description of the measures envisaged concerning monitoring in accordance with Article 10	Scoping Report, paras. 7.12, 7.13
Annex 1 (j)	Provide a non-technical summary of the information provided under the above headings	Non-technical summaries (Scoping Report and Interim Report)





