



# **Preferred Options North**

## **Somerset Local Plan**

### Sustainability Appraisal Report

## **North Somerset Council**

**Final report**

Prepared by LUC

January 2022

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Preferred Options North Somerset Local Plan



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# Chapter 1

## Introduction

**1.1** North Somerset Council commissioned LUC in September 2021 to carry out Sustainability Appraisal (SA) of the North Somerset Local Plan 2038. The new Local Plan will set out strategic and detailed policies to guide development proposals in North Somerset over the period 2023-2038. Once adopted it will replace the current Local Plan which comprises the Core Strategy 2006-2026 as well as the Sites and Policies Plan Parts 1 and 2. This report relates to the Preferred Options North Somerset Local Plan 2038 (February 2022) and it should be read in conjunction with that document.

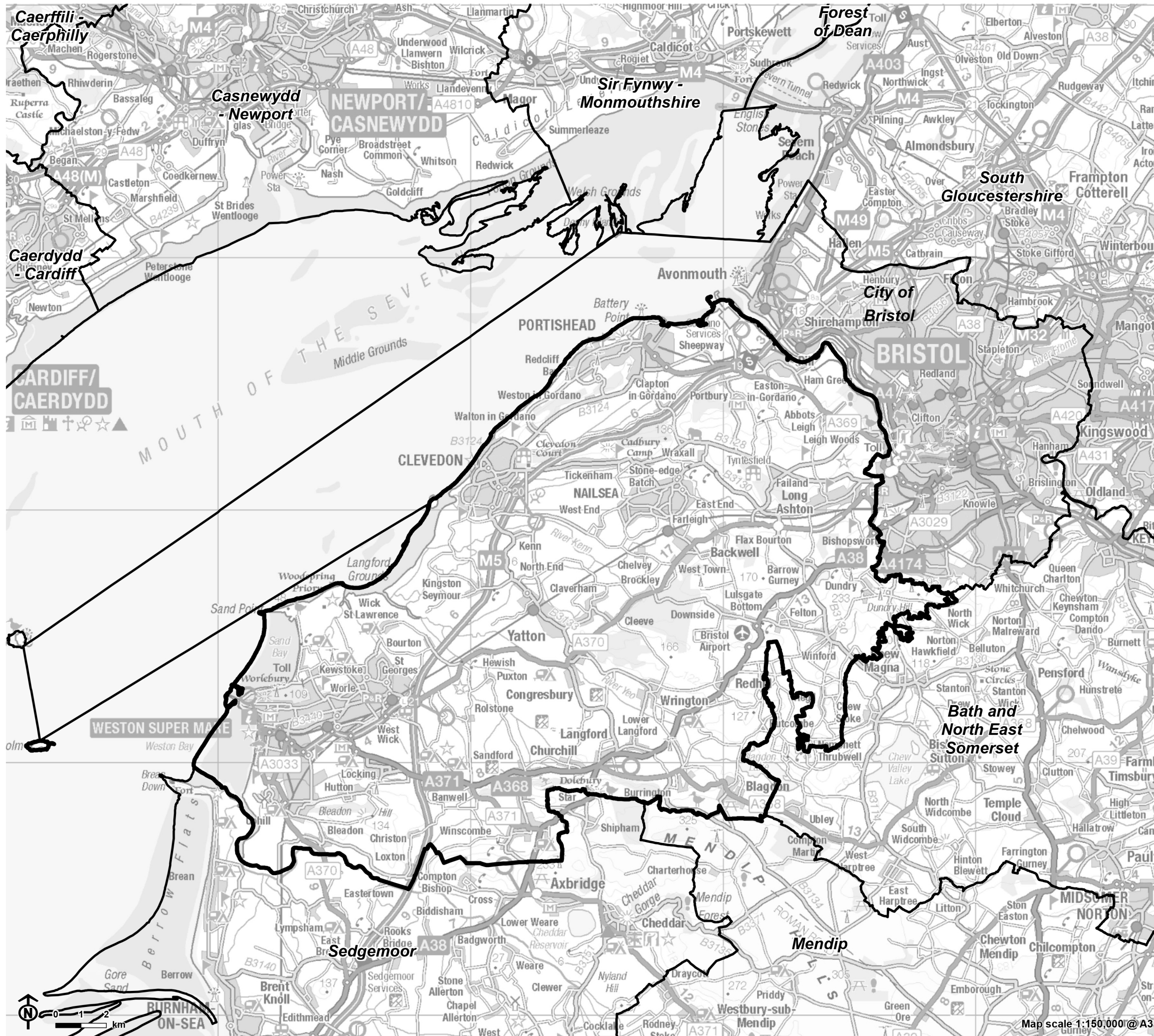
## The Plan Area

**1.2** North Somerset is a unitary district within South West England which covers around 39,080 hectares (151 square miles) of the County of Somerset. The population of North Somerset is 215,574 people [\[See reference 1\]](#). It is bordered by the local authority areas of Bristol City to the north east, Bath and North East Somerset to the east, Mendip to the south east and Sedgemoor to the south. The Bristol Channel borders North Somerset to the north and west. The location of North Somerset is presented in Figure 1.1 below.





Figure 1.1: Location of North Somerset



- North Somerset boundary
- Neighbouring local authority





**1.3** The District contains Bristol International airport, a deep-sea west coast port (Royal Portbury Dock), part of the Mendip Hills Area of Outstanding Natural Beauty (AONB), a large area of Green Belt stretching south-west from the edge of Bristol, as well as areas of low-lying levels and moors. The main settlements include the strategically significant town of Weston-super-Mare and the three smaller towns of Clevedon, Nailsea and Portishead. The M5 runs from north to south through the District and the mainline railway from Bristol to the South West also crosses North Somerset, where there are five stations.

**1.4** North Somerset contains a number of important employment areas, including the regionally important Junction 21 Enterprise Area, one of five Enterprise Areas in the West of England Local Enterprise Partnership (LEP) area. The highest concentration of jobs in North Somerset is found in the larger settlements of the District [\[See reference 2\]](#). It is also notable that North Somerset has an important economic relationship with Bristol, with a large daily outflow of commuters to the city.

## **North Somerset Local Plan 2038**

**1.5** In March 2020 North Somerset Council consulted on the Local Plan Pre-commencement Document [\[See reference 3\]](#) which was the first step in the process of preparing a Local Plan. That document explained that the Local Plan would include strategic policies to address housing requirements, climate change, the spatial strategy for development and regeneration, amongst other topics. Following this, in July 2020 the Council published its ‘Challenges for the Future’ [\[See reference 4\]](#) paper for consultation. This document included a number of open-ended questions with the aim of starting the discussion about which issues the Local Plan should address. This was followed by consultation in November 2020 on the ‘Choices for the Future’ [\[See reference 5\]](#) document. This document included a number of high-level options for how new housing, employment and community infrastructure could be delivered in the plan area. Each of these options was appraised in the accompanying SA Interim Report [\[See reference 6\]](#) which was prepared in-house by North Somerset Council.

## Outline of the Preferred Options Local Plan

**1.6** The current Preferred Options (Consultation Draft) document (February 2022) includes an overall Vision for the plan area which is accompanied by 12 Strategic Priorities. There are then 12 Strategic Policies (SP1-SP12) which set out the overall strategy for development over the plan period, followed by:

- 17 Locational Policies (LP1-LP17)
- 12 Development Management Policies (DP1-DP12)
- 7 Transport Policies (DP13-DP19)
- 11 Economic Development Policies (DP20-DP30)
- 11 Natural and Historic Environment Policies (DP31-DP41)
- 11 Life Prospects Policies (DP42-52)
- 11 Countryside Policies (DP53-DP63)
- One Delivery Policy (DP64)

**1.7** The final section of the Local Plan then sets out a number of Schedules of Allocated Sites – these are sites which the Council proposes to allocate for the following uses:

- Large sites for residential development
- Employment sites
- Local Green Space
- Community facilities

**1.8** The final schedule lists sites which are proposed to have settlement boundaries applied or retained.



# Sustainability Appraisal and Strategic Environmental Assessment

**1.9** Under the Planning and Compulsory Purchase Act 2004, SA is mandatory for Development Plan Documents. For these documents it is also necessary to conduct an environmental assessment in accordance with the Strategic Environmental Assessment (SEA) Regulations (as amended) [\[See reference 7\]](#). The SEA Regulations remain in force post-Brexit and it is a legal requirement for the Local Plan to be subject to SA and SEA throughout its preparation.

**1.10** SA and SEA are tools used at the plan-making stage to assess the likely effects of the plan when judged against reasonable alternatives. SEA considers only the environmental effects of a plan, while SA considers the plan's wider economic and social effects in addition to its potential environmental impacts. SA should meet all of the requirements of the Environmental Assessment of Plans and Programmes Regulations 2004, so a separate SEA should not be required. An approach which satisfies the requirements for both SA and SEA is advocated in the Government's Planning Practice Guidance (PPG) [\[See reference 8\]](#). Practitioners can comply with the requirements of the SEA Regulations through a single integrated SA process – this is the process that is being undertaken by North Somerset. From here on, the term 'SA' should therefore be taken to mean 'SA incorporating the requirements of the SEA Regulations'.

**1.11** The SA process comprises a number of stages, as shown below.

**Stage A:** Setting the context and objectives, establishing the baseline and deciding on the scope.

**Stage B:** Developing and refining options and assessing effects.

**Stage C:** Preparing the Sustainability Appraisal Report.

**Stage D:** Consulting on the plan and the SA Report.

**Stage E:** Monitoring the significant effects of implementing the plan.

## Meeting the Requirements of the SEA Regulations

**1.12** The end of this section signposts the relevant sections of this SA Report that are considered to meet the SEA Regulations requirements. This will be included in the SA Report at each stage of plan preparation to show how the requirements of the SEA Regulations have been met through the SA process.

**1.13** SEA guidance recognises that data gaps will exist but suggests that where baseline information is unavailable or unsatisfactory, authorities should consider how it will affect their assessments and determine how to improve it for use in the assessment of future plans. Where there are data gaps in the baseline, or reports not yet published, these are highlighted in the text. The collection and analysis of baseline data is regarded as a continual and evolving process, given that information can change or be updated on a regular basis. Relevant baseline information will be updated during the SA process as and when data are published.

## Structure of the SA Report

**1.14** This chapter has described the background to the production of the North Somerset Local Plan and the requirement to undertake SA. The remainder of this SA Report is structured into the following sections:

- describes the approach that is being taken to the SA of the North Somerset Local Plan.
- **Chapter 3** describes the relationship between the Local Plan and other relevant plans, policies and programmes; summarises the social, economic and environmental characteristics of North Somerset and identifies the key sustainability issues facing the District.
- **Chapter 4** presents the SA findings for the spatial strategy options that have been considered for the Local Plan to date.
- **Chapter 5** presents the SA findings for the reasonable alternative development site options that have been considered for inclusion in the Local Plan.
- **Chapter 6** presents the findings of the SA for each component of the Preferred Options Local Plan (February 2022) – the Vision and Strategic Priorities and the groups of policies, as well as describing the cumulative effects of the plan.
- **Chapter 7** describes suggested indicators for monitoring the potential sustainability effects of the Local Plan.
- **Chapter 8** presents the conclusions of the SA of the Preferred Options North Somerset Local Plan and describes the next steps to be undertaken.
- **Appendix A** presents a summary of the consultation comments received in relation to the SA Scoping Report and the SA Interim Report and explains how they have been addressed.
- **Appendix B** presents a review of international, national and local plans, policies and programmes of relevance to the SA.
- **Appendix C** presents baseline information for North Somerset.
- **Appendix D** presents the criteria and assumptions that have been used to ensure consistency in the SA of the reasonable alternative site options.
- **Appendix E** presents an audit trail of the site options that have been proposed for allocation in the Preferred Options Local Plan and provides the Council's reasons for selecting each one.

# Meeting the requirements of the SEA Regulations

## Environmental Report

- Where an environmental assessment is required by any provision of Part 2 of these Regulations, the responsible Authority shall prepare, or secure the preparation of, an environmental report in accordance with paragraphs (2) and (3) of this regulation. The report shall identify, describe and evaluate the likely significant effects on the environment of:

(e) Implementing the plan or programme; and

(f) Reasonable alternatives taking into account the objectives and geographical scope of the plan or programme. (Regulation 12(1) and (2) and Schedule 2).

- **Covered in this Report?** This SA Report which has been produced to accompany consultation on the Preferred Options Local Plan constitutes the 'environmental report'.
- An outline of the contents and main objectives of the plan or programme, and of its relationship with other relevant plans and programmes.
- The relevant aspects of the current state of the environment and the likely evolution thereof without implementation of the plan or programme.
- The environmental characteristics of areas likely to be significantly affected.
- 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, such as areas designated pursuant to Directives 79/409/EEC on the conservation of wild birds and the Habitats Directive.
- The environmental protection objectives, established at international, Community or national level, which are relevant to the plan or programme

and the way those objectives and any environmental considerations have been taken into account during its preparation.

- **Covered in this report?** Chapter 1, Chapter 3, Appendix B and Appendix C.
- The likely significant effects on the environment, including short, medium and long-term effects, permanent and temporary effects, positive effects, and secondary, cumulative and synergistic effects, on issues such as:
  - biodiversity;
  - population;
  - human health;
  - fauna;
  - flora;
  - soil;
  - water;
  - air;
  - climatic factors;
  - material assets;
  - cultural heritage, including architectural and archaeological heritage;
  - landscape; and
  - the interrelationship between the issues referred to in sub-paragraphs (a) to (l).
- **Covered in this report?** Chapters 4, 5 and 6.
- 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.
  - **Covered in this report?** Chapter 4, 5 and 6.

- An outline of the reasons for selecting the alternatives dealt with, and a description of how the assessment was undertaken including any difficulties (such as technical deficiencies or lack of know-how) encountered in compiling the required information.
  - **Covered in this report?** Chapter 2 and Appendix E.
- A description of the measures envisaged concerning monitoring in accordance with regulation 17.
  - **Covered in this report?** Chapter 7.
- A non-technical summary of the information is provided under paragraphs 1 to 9.
  - **Covered in this report?** A separate non-technical summary document has been prepared to accompany this report.
- The report shall include such of the information referred to in Schedule 2 to these Regulations as may reasonably be required, taking account of:
  - Current knowledge and methods of assessment;
  - The contents and level of detail in the plan or programme;
  - The stage of the plan or programme in the decision-making process; and
  - The extent to which certain matters are more appropriately assessed at different levels in that process in order to avoid duplication of the assessment.
- (Regulation 12 (3))
  - **Covered in this report?** The Environmental Report at each stage of the SA will adhere to this requirement.

## Consultation

- When deciding on the scope and level of detail of the information that must be included in the environmental report, the responsible Authority shall consult the consultation bodies. (Regulation 12(5))

- **Covered in this report?** The SA Scoping Report was produced by North Somerset Council and consulted on from March 2020, with a revised version published alongside the ‘Challenges for the Future’ consultation in July 2020. The responses received are summarised in Appendix A.
- Authorities with environmental responsibility and the public, shall be given an early and effective opportunity within appropriate time frames to express their opinion on the draft plan or programme and the accompanying environmental report before the adoption of the plan or programme (Reg. 13).
  - Covered in this report? Consultation on the Preferred Options Local Plan document is taking place between March and April 2022. The consultation document is accompanied by this SA Report.
- Other EU Member States, where the implementation of the plan or programme is likely to have significant effects on the environment of that country (Reg. 14).
  - **Covered in this report?** The Local Plan is not expected to have significant effects on other EU Member States.

## Taking the environmental report and the results of the consultations into account in decision-making (relevant extracts of Regulation 16)

- Provision of information on the decision:
  - When the plan or programme is adopted, the public and any countries consulted under Reg. 14 must be informed and the following made available to those so informed:
    - The plan or programme as adopted;
    - A statement summarising how environmental considerations have been integrated into the plan or programme and how the environmental report, the opinions expressed, and the results of

consultations entered into have been taken into account, and the reasons for choosing the plan or programme as adopted, in the light of the other reasonable alternatives dealt with; and

- The measures decided concerning monitoring.
- **Covered in this report?** To be addressed after the Local Plan is adopted.

## Monitoring

- The responsible Authority shall monitor the significant effects of the implementation of each plan or programme with the purpose of identifying unforeseen adverse effects at an early stage and being able to undertake appropriate remedial action. (Regulation 17(1))
- **Covered in this report?** Chapter 7 describes the measures that should be taken towards monitoring the likely significant effects of the Local Plan.

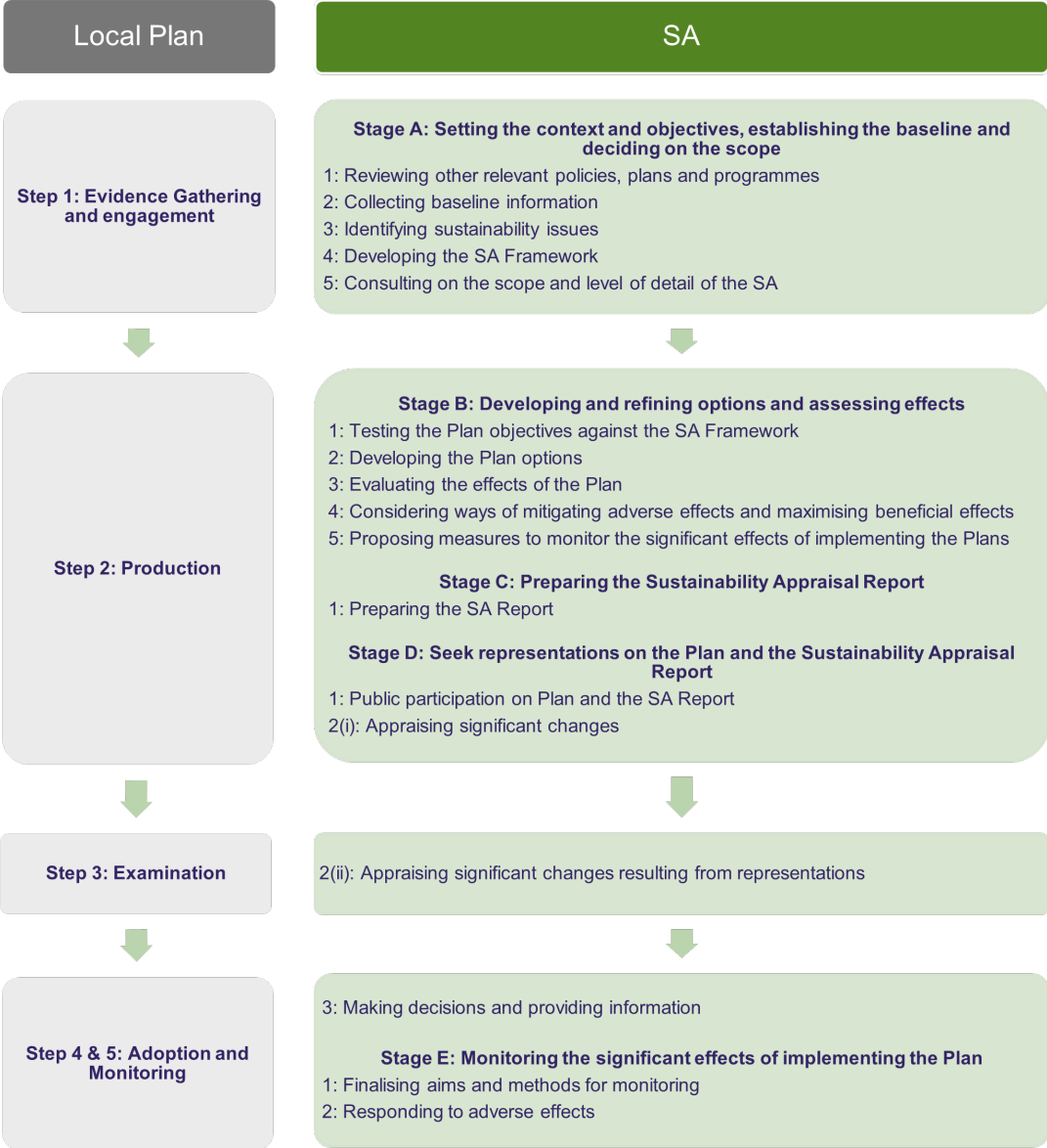


## Chapter 2

# Methodology

**2.1** In addition to complying with legal requirements, the approach being taken to the SA of the North Somerset Local Plan 2038 is based on current good practice and the guidance on SA/SEA set out in the Government's Planning Practice Guidance (PPG). This calls for SA to be carried out as an integral part of the plan-making process. Figure 2.1 overleaf sets out the main stages of the plan-making process and shows how these correspond to the SA process.

Figure 2.1: Corresponding stages in plan-making and SA



2.2 The sections below describe the approach that has been taken to the SA of the Local Plan to date and provide information on the subsequent stages of the process.

## SA Stage A: Scoping

**2.3** The Scoping stage of SA involves understanding the social, economic and environmental baseline for the plan area as well as the sustainability policy context and key sustainability issues, and using these to inform the appraisal framework as follows.

### Review other relevant policies, plans and programmes to establish policy context

**2.4** A Local Plan is not prepared in isolation; rather it is prepared within the context of other policies, plans and programmes. The SEA Regulations require the Environmental Report to describe the relationship of the plan with other relevant plans and programmes. It should also be consistent with environmental protection legislation and support the attainment of sustainability objectives that have been established at the international, national, and regional/sub-regional levels.

**2.5** A review was therefore undertaken of other policies, plans, and programmes at the international, national, regional and sub-regional levels that were considered to be relevant to the scope of the North Somerset Local Plan. This review was initially prepared by the Council and presented in the SA Scoping Report [See reference 9]. This review has been updated as part of the preparation of this report and is presented in Chapter 3 and Appendix B.

### Collect baseline information to establish sustainability context

**2.6** Information on existing environmental, social and economic conditions in the plan area provides the baseline against which the plan's effects can be assessed in the SA and monitored during the plan's implementation.

**2.7** Baseline information can also be combined with an understanding of drivers of change that are likely to persist regardless of the plan to understand the likely future sustainability conditions in the absence of the plan.

**2.8** The SEA Regulations require the Environmental Report to describe relevant aspects of the current state of the environment and how they are likely to evolve without the plan. An understanding of this likely future, together with the assessed effects of the plan itself, allows the SA to report on the likely cumulative effects of the plan, which is another requirement of the SEA Regulations.

**2.9** The SEA Regulations require an assessment of effects in relation to the following 'SEA topics': biodiversity, population, fauna, flora, soil, water, air, climatic factors, material assets, cultural heritage (including architectural and archaeological heritage), landscape, and the inter-relationship between these. Baseline information was therefore collected in relation to the SEA topics as well as additional sustainability topics covering broader socio-economic issues such as housing, access to services, crime and safety, education and employment. This reflects the integrated approach that is being taken to the SA and SEA processes. As part of the preparation of this SA Report, the baseline information for North Somerset which was originally presented in the SA Scoping Report has been reviewed and updated. The updated baseline information for the District is presented in Appendix C.

## Identify key sustainability issues

**2.10** The baseline information also allows the identification of existing sustainability issues, including problems as required by the SEA Regulations.

**2.11** Key sustainability issues facing North Somerset and an analysis of their likely evolution without the Local Plan are detailed in Chapter 3. Key sustainability issues for North Somerset were originally identified in the SA Scoping Report (final version July 2020). These issues were reviewed as part of

the SA Interim Report and have now been again reviewed and revised in light of the updated policy review and baseline information.

## Develop the SA framework

**2.12** The relevant sustainability objectives identified by the review of other policies, plans, and programmes, together with the key sustainability issues facing the District identified by the collection and review of baseline information, helped to inform the development of a set of sustainability objectives (the ‘SA framework’) against which the effects of the Local Plan would be assessed.

**2.13** Development of the SA framework is not a requirement of the SEA Regulations but is a recognised way in which the likely sustainability effects of a plan can be transparently and consistently described, analysed and compared. The SA framework comprises a series of sustainability objectives and supporting criteria that are used to guide the appraisal of the policies and proposals within a plan.

**2.14** The SA framework for the North Somerset Local Plan was informed initially by a review of the SA framework that was previously used to appraise the adopted Core Strategy. That SA framework was then updated in light of the review of relevant policies, plans and programmes as well as the baseline information for the plan area. The SA objectives also take into account the types of issues that are capable of being affected by the land use planning system.

**2.15** On appointment to undertake the remaining stages of the SA on behalf of North Somerset Council, LUC undertook a further review of the SA framework. This work was undertaken to ensure that the consultation comments on the SA Scoping Report and SA Interim Report were appropriately reflected as well as to ensure the key sustainability issues facing the District were covered by the SA objectives.

**2.16** The current SA framework for the North Somerset Local Plan is presented in Chapter 3.

## Consult on the scope and level of detail of the SA

**2.17** Public and stakeholder participation is an important element of the SA and wider plan-making processes. It helps to ensure that the SA Report is robust and has due regard for all appropriate information that will support the plan in making a contribution to sustainable development.

**2.18** The SEA Regulations require the statutory consultation bodies (the Environment Agency, Historic England, and Natural England) to be consulted “when deciding on the scope and level of detail of the information that must be included” in the SA Report. The scope and level of detail of the SA is governed by the SA framework. The consultation undertaken on the Scoping Report has therefore incorporated consultation with the statutory consultees on the SA framework. This consultation on the SA Scoping Report was undertaken between March and April 2020.

**2.19** Appendix A lists the comments that were received on the scope of the SA during this period of consultation and describes how each one has been addressed in the final SA Scoping Report which was published in July 2020. In light of the comments received, a number of amendments were made to the review of policies, plans, and programmes, the baseline information, key sustainability issues and the SA framework.

## SA Stage B: Developing and refining options and assessing effects

**2.20** Developing options for a plan is an iterative process, usually involving a number of consultations with the public and stakeholders. Consultation responses and the SA can help to identify where there may be other ‘reasonable alternatives’ to the options being considered for a plan.

**2.21** In relation to the SA report, Part 3 of the SEA Regulations 12 (2) requires that:

The report must identify, describe and evaluate the likely significant effects on the environment of—

(a) implementing the plan or programme; and

(b) reasonable alternatives, taking into account the objectives and the geographical scope of the plan or programme.”

**2.22** Schedule 2 (h) of the SEA Regulations requires that the Environmental Report includes a description of:

“(h) an outline of the reasons for selecting the alternatives dealt with”

**2.23** The SEA Regulations require that the alternative policies considered for inclusion in a plan that must be subject to SA are ‘reasonable’, therefore alternatives that are not reasonable do not need to be subject to appraisal. Examples of unreasonable alternatives could include policy options that do not meet the objectives of the plan or national policy (e.g. the National Planning Policy Framework (NPPF)).

**2.24** The SA findings are not the only factors taken into account when determining a preferred option to take forward in a plan. Indeed, there will often be an equal number of positive or negative effects identified by the SA for each option, such that it is not possible to rank them based on sustainability performance in order to select a preferred option. Factors such as public opinion, deliverability and conformity with national policy will also be taken into account by plan-makers when selecting preferred options for their plan.

**2.25** The Choices for the Future consultation document (November 2020) set out four alternative spatial approaches for the Local Plan. These were considered by the Council to be the 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. These were subject to SA by the Council, with the findings presented in the SA Interim Report (November 2020). This work is described in more detail in Chapter 4, which also presents again the SA findings for those options.

**2.26** Reasonable alternative options for the residential and employment sites to be allocated through the Local Plan have been identified by North Somerset Council. This has drawn upon site information captured through the Strategic Housing Land Availability Assessment (SHLAA) and sites submitted to a call for sites carried out in the summer of 2020. This included sites submitted for residential and/ or employment uses. All sites identified in the SHLAA have been assessed, with the only sites not considered being those entirely subject to Primary Constraints as identified through the SHLAA work undertaken.

## SA Stage C: Preparing the Sustainability Appraisal Report

**2.27** This SA Report describes the process that has been undertaken to date in carrying out the SA of the North Somerset Local Plan 2038. It sets out the SA findings for the policy approaches and proposed site allocations in the Preferred Options North Somerset Local Plan as well as the reasonable alternative options considered. Likely significant effects, both positive and negative, have been presented, taking into account the likely secondary, cumulative, synergistic, short, medium and long-term and permanent and temporary effects.

**2.28** The SA findings are set out in Chapters 4-6 of this SA Report along with recommendations for improvements and clarifications that may help to mitigate negative effects and maximise the benefits of the Local Plan.



## SA Stage D: Consultation on the Local Plan and the SA Report

**2.29** Information about consultation on the SA that has already taken place at earlier stages of plan-making has been provided above. North Somerset Council is now inviting comments on the Preferred Options North Somerset Local Plan 2038. This SA Report is being published on the Council's website at the same time as the Council is consulting on the Preferred Options Local Plan document, so that the two documents can be read in parallel. Consultation comments received on this SA Report will be taken into account at the next stage of the SA.

## SA Stage E: Monitoring implementation of the Local Plan

**2.30** Draft recommendations for monitoring the likely significant social, environmental and economic effects of implementing the Local Plan are included in Chapter 7 of this SA Report and these will be updated as appropriate during later stages of the SA.

## Appraisal methodology

**2.31** Reasonable alternative options for the policies and site allocations to be included in the Local Plan have been appraised against the SA objectives in the SA framework (see SA framework for the North Somerset Local Plan in Chapter 3), with symbols being attributed to each option to indicate its likely effects on each SA objective as shown in Figure 2.2. Where a potential positive or negative effect is uncertain, a question mark was added to the relevant symbol (e.g. +? or -?) and the symbol was colour coded in line with the potential positive, negligible or negative effect (e.g. green, yellow, orange, etc.).

**2.32** The likely effects of options need to be determined and their significance assessed, which inevitably requires a series of judgments to be made. The appraisal has attempted to differentiate between the most significant effects and other more minor effects through the use of the symbols shown in Figure 2.2. The dividing line in making a decision about the significance of an effect is often quite small. Where either (++) or (--) has been used to distinguish significant effects from more minor effects (+ or -) this is because the effect of an option or policy on the SA objective in question is considered to be of such magnitude that it will have a noticeable and measurable effect taking into account other factors that may influence the achievement of that objective.

**Figure 2.2: Key to symbols and colour coding used in the SA**

<b>++</b>	Significant positive effect likely
<b>++/-</b>	Mixed significant positive and minor negative effects likely
<b>+</b>	Minor positive effect likely
<b>+/-</b>	Mixed minor or significant effects likely
<b>-</b>	Minor negative effect likely
<b>--/+</b>	Mixed significant negative and minor positive effects likely
<b>--</b>	Significant negative effect likely
<b>0</b>	Negligible effect likely
<b>?</b>	Likely effect uncertain

## The use of site assessment criteria and uncertainty

**2.33** SA inevitably relies on an element of subjective judgement. However, in order to ensure consistency in the appraisal of the site options, detailed sets of

site assessment criteria were developed and applied. The criteria applied related specifically to each type of site option (i.e. residential, employment, mixed use, etc.). The site assessment criteria set out clear parameters within which certain SA effects would be identified, based on factors such as the distance of site options from features such as biodiversity designations, public transport links and areas of high landscape sensitivity. The criteria are presented in Appendix D of this SA Report. They were applied through the use of Geographical Information Systems (GIS) data.

**2.34** The criteria were originally worked up by the Council and were presented in the SA Interim Report after being initially consulted on as part of the SA Scoping Report. Upon commission, LUC reviewed the criteria to ensure there are no 'gaps', where site options would not be covered by any of the criteria. This review also considered consultation comments that had been received on the criteria at the Interim SA stage. Changes were also made to simplify the approach to judging the accessibility from sites to services and facilities. Reference in the accessibility table (Table D.2 in Appendix D) (which supports the site assessment criteria) is made to 'easy walking distance'. Research by the Institute of Highways and Transportation was used to identify these distances to various services and facilities.

**2.35** In relation to assessing the potential for new residents to access jobs from sites considered for allocation, information presented in the West of England Employment Land Spatial Needs Assessment [\[See reference 10\]](#) was used to identify the areas of highest business concentration as proxy. The assessment shows that the highest concentrations of businesses are found within North Somerset in Weston-super-Mare, Portishead, Clevedon and Nailsea. The Centre of Bristol also contains a high number of businesses in close proximity to North Somerset District.

**2.36** The assessment of the potential impacts of development on the setting of the historic environment in the District has been informed by input from North Somerset's historic environment officer. This involved the application of a 'RAG' rating to site options as follows:

- Red – development is expected to result in harm to the setting of one or more heritage asset(s) with little chance of mitigation through masterplanning;
- Amber – development has the potential to result in harm to the setting of one or more heritage asset(s) but it is expected that this harm could be mitigated with careful masterplanning; or
- Green – development is expected to result in no harm to smaller level of harm in relation to the setting of heritage assets. Where a small level of harm is expected, it is expected that this could easily be mitigated with good masterplanning.

**2.37** Each rating was then assigned an equivalent effect for the SA as per the site assessment criteria in Appendix D. Adopting a precautionary approach, where a combined rating was given by an officer (for example ‘red/amber’), the SA effect recorded was based on the worst case outcome (in this case the SA effect would be based on the ‘red’ rating).

## Difficulties and Data Limitations

**2.38** The SEA Regulations, Schedule 2(8) require the Environmental Report to include:

“...a description of how the assessment was undertaken including any difficulties (such as technical deficiencies or lack of know-how) encountered in compiling the required information.”

**2.39** A number of difficulties and limitations arose in the course of the SA as follows:

- There was a need to appraise a large number of site options consistently. In order to address this issue, detailed site assessment criteria relating to

each of the SA objectives were developed and applied during the appraisal of site options (as described above).

- Some of the data which are available at the national and District levels are based on the reporting of the 2011 Census. This data allows for comparisons to be made between the District and national performance in relation to number of indicators; however it recognised that data is now relatively old considering the timings of the national census. If data from the 2021 Census becomes available later in the SA process it will be used to inform the SA as appropriate.
- The site assessment criteria presented in Appendix D of this SA report include a number of distance-based criteria used to estimate likely effects of site options. Reference is made to 'easy walking distance' in the appraisal assumptions. Research by the Institute of Highways and Transportation was used to identify these distances to various services and facilities. Distances in the appraisal were measured as a straight-line distance from the edge of the site option to existing services and facilities, and therefore actual walking distances could be greater. To recognise the potential for walking distances to be greater, when applying the Institute of Highways and Transportation distances for the appraisal of site options to each of the relevant distances a 10% buffer was applied to account for the potential difference between the straight line distance and the actual distance involved in a journey.
- Similarly, straight line distances were used to define areas within which varying levels of harm to environmental receptors were assumed to exist. In reality, the risk of harmful effects will sometimes depend on non-linear pathways (such as watercourses for water pollution effects) and will depend on the particular vulnerabilities of specific receptors. Nevertheless, the assumptions used were judged proportionate to the level of detail of a Local Plan and were considered to provide a consistent basis for assessing all of the site options.
- Spatial analysis was based on straight line walking distances. Examination of actual distances via the rights of way network was not possible since digital data were not available to indicate the access points of services and facilities or the likely entry and exit points from the site options.

- Where site options are close to the District boundary, the spatial analysis was potentially affected by the fact that some spatial data required for proximity-based assessments were not available for neighbouring districts, or for part of them.
- The level of detail of the site options appraisal work was commensurate with the level of detail of the Local Plan document. As such, not every local characteristic could be investigated for each site option. For example, in relation to potential effects of the site options on biodiversity assets, it was necessary to base the identified effect on proximity to designated biodiversity sites only. While it is recognised that in some cases sites might be close to high value non-designated assets, the strategic nature of the SA meant that it was not possible to investigate this potential for each site option and the likely effect was based on designated sites only. This approach was considered to be the best way of ensuring consistency and a comparable level of detail in each site appraisal.
- The rate at which emissions from private vehicles will change over the course of the plan period as a result of technological improvements cannot be predicted or realistically factored into judgements about air quality and carbon emissions.
- The available GIS data for agricultural land classification did not distinguish between Grade 3a (considered to be best and most versatile agricultural land) and 3b (not considered to be best and most versatile agricultural land). This resulted in some uncertainty in the scores, as set out in the assumptions (see Appendix D).
- The Council was not able to provide a greenfield/brownfield classification for each site option. While it is noted that satellite imagery can be used to identify brownfield sites, this approach may result in misidentification of sites as greenfield where they should be considered brownfield. This is most notably the case where a site has previously been developed but has fallen into disuse and vegetation has grown back. Therefore, the decision was taken to use the location of sites within designated settlement boundaries in the District as a proxy to identify brownfield sites. This approach also considered designated open spaces within the settlement boundaries. Any sites within the settlement boundaries which were

identified to lie within designated open spaces were not identified as brownfield.

- At this stage of the SA, the Council was not able to provide RAG ratings for all site options in relation to the potential effects of development on the setting of the historic environment. Where sites were not covered by the assessment work undertaken by the Council's historic environment officers, uncertain effects have been recorded.

# Chapter 3

## Sustainability Context

**3.1** Schedule 2 of the SEA Regulations requires information on the following (numbering relates to the specific numbered list in Schedule 2):

1. “an outline of the contents and main objectives of the Plan and its relationship with other relevant plans or programmes” and
5. “the environmental protection objectives established at International, Community or Member State level, which are relevant to the plan and the way those objectives and any environmental considerations have been taken into account during its preparation”.

**3.2** An outline of the Preferred Options Local Plan consultation document was provided in Chapter 1. The other reporting requirements are met in this chapter.

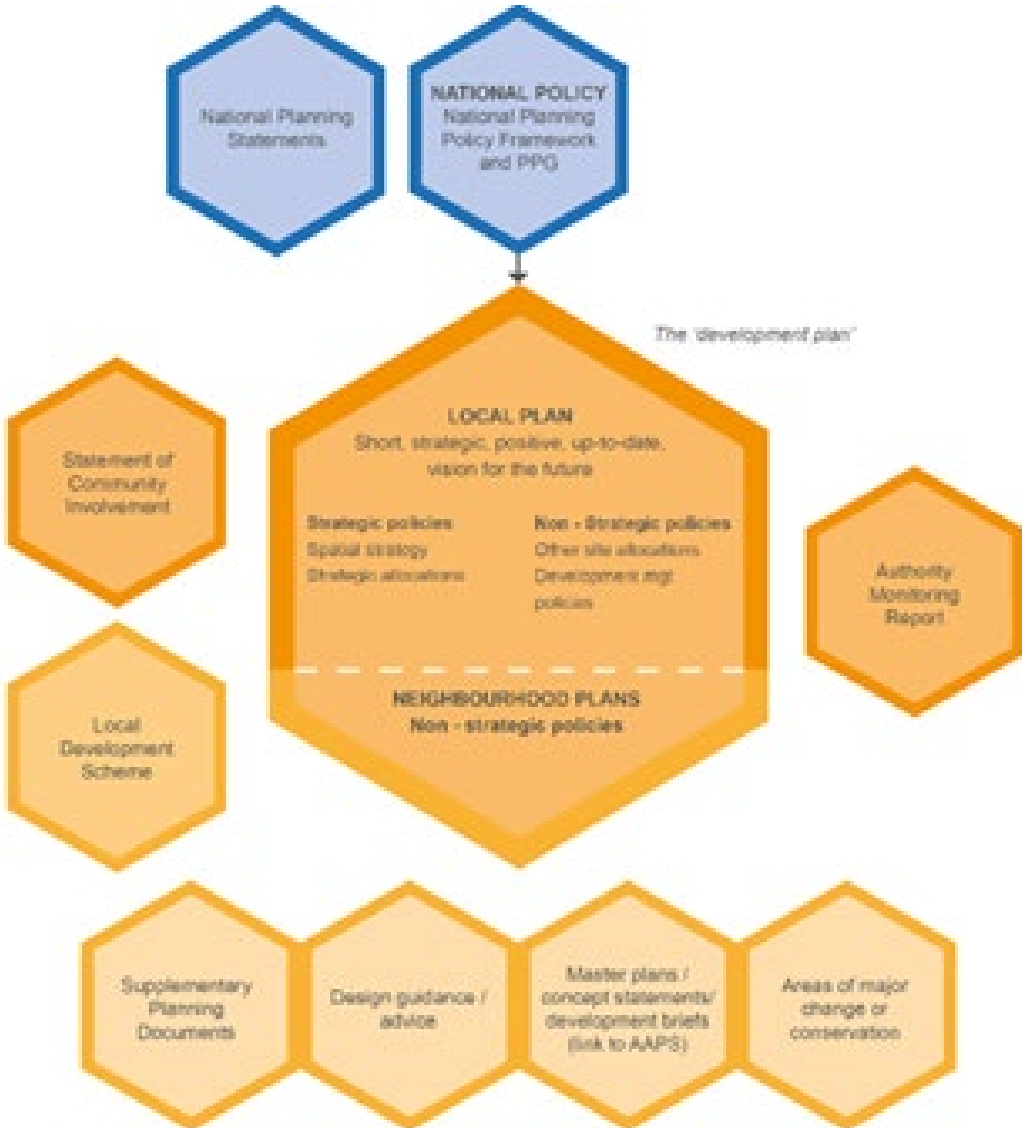
## Relationship with other Relevant Plans or Programmes

**3.3** The North Somerset Local Plan is not prepared in isolation and must be in conformity with a range of international and national plans and programmes as shown below in Figure 3.1 The new Local Plan will eventually replace the Core Strategy 2006-2026 and the Sites and Policies Plan (Parts 1 and 2). The Local Plan for the District also comprises any ‘made’ Neighbourhood Plans (including those for Backwell, Claverham, Congresbury, Long Ashton and Yatton) within the District and is supported by other documents such as the Statement of



Community Involvement, Local Development Scheme, Authority Monitoring Report and Supplementary Planning Documents, also shown in Figure 3.1.

**Figure 3.1: Relationship between the North Somerset Local Plan and other relevant plans or programmes**



## Policy context

**3.4** The policy context in which the North Somerset Local Plan is being prepared informs consideration of what constitute reasonable alternative policy options for that document as well as the framework of sustainability objectives against which it will be appraised. It should be noted that the policy context is inherently uncertain as the current framework outlined here is likely to change in response to a number of key factors:

- **Brexit** - Following the United Kingdom's (UK) departure from the European Union (EU) on 31 January 2020, it entered a transition period which ended on 31 December 2020. Directly applicable EU law now no longer applies to the UK and the UK is free to repeal EU law that has been transposed into UK law.
- **COVID-19** – The COVID-19 pandemic has led to far-reaching changes to society in the UK and around the world. Which of these changes will continue in the long term is unknown and will depend on a variety of factors. Potential implications for planning and development include Government measures to re-start the economy via support for housebuilding and infrastructure development, changes to permitted development rights, increased remote working and reduced commuting and related congestion and air pollution, increased prioritisation of walking and cycling over public transport; and increasing pressure to ensure satisfactory living standards are set and enforced.
- **Planning for the Future White Paper** – The August 2020 consultation sets out proposals for the reform of the planning system in England, covering plan-making, development management, development contributions, and other related policy proposals. Potential implications include reducing the period of a Local Plan period to 10 years, a move towards a zonal planning system with areas of England allocated as either Growth Areas, Renewal Areas or Protected Areas, and the abolition of Community Infrastructure Levy (CIL) and Section 106.

**3.5** It is also possible that UK and sub-national climate change policy may change as public awareness and prioritisation of the threat of climate change

grows, as illustrated by the increasing number of local authorities, including North Somerset Council, that have declared a climate emergency.

## International

**3.6** Former EU Directive 2001/42/EC on the assessment of the effects of certain plans and programmes on the environment (the 'SEA Directive') and Directive 92/43/EEC on the conservation of natural habitats and of wild fauna and flora (the 'Habitats Directive') were transposed into the Strategic Environmental Assessment (SEA) Regulations [See reference 11] and Habitats Regulations [See reference 12]. Following the UK's departure from the EU, these Regulations still apply and require environmental assessment processes to be undertaken in relation to the North Somerset Local Plan. These processes should be undertaken iteratively and integrated into the production of the plan in order to ensure that any potential negative environmental effects (including on European-level nature conservation designations) are identified and can be mitigated.

**3.7** There were also a wide range of other EU Directives relating to issues such as water quality, waste and air quality, most of which are transposed into UK law through Acts, Regulations and national-level policy. The UK has now fully left the EU and therefore EU Directives no longer apply to the UK. The relevant Regulations are summarised in Appendix B.

## National

**3.8** There is an extensive range of national policies, plans and programmes that are of relevance to the North Somerset Local Plan and the SA process. A pragmatic and proportionate approach has been taken with regards to the identification of key national policies, plans and programmes, focusing on those that are of most relevance. A summary of the main objectives of the NPPF and PPG of relevance to the North Somerset Local Plan and the SA is provided below. In addition, the main sustainability objectives of other national plans and

programmes which are of most relevance to the Local Plan and the SA are summarised in Appendix B.

## The National Planning Policy Framework and Planning Practice Guidance

**3.9** The NPPF [\[See reference 13\]](#) is the overarching planning framework which provides national planning policy and principles for the planning system in England. The NPPF was originally published in March 2012, revised in July 2018, updated in February 2019 and again in July 2021. The most recent update to the NPPF places an increased focus on design quality. This includes for sites as well as for places as a whole. The terminology included in the Framework on protecting and enhancing the environment and promoting a sustainable pattern of development has been revised. Furthermore, revisions are included in relation to policies which address opting out of permitted development, the use of masterplans and design codes and the important contribution of trees in new developments.

**3.10** The Local Plan must be consistent with the requirements of the NPPF, which states:

“Succinct and up-to-date plans should provide a positive vision for the future of each area; a framework for addressing housing needs and other economic, social and environmental priorities; and a platform for local people to shape their surroundings.”

**3.11** The PPG [\[See reference 14\]](#) provides guidance for how the Government’s planning policies for England are expected to be applied. Sitting alongside the NPPF, it provides an online resource that is updated on a regular basis for the benefit of planning practitioners.

**3.12** The overarching nature of the NPPF means that its implications for the SA relate to multiple topics which this report seeks to address. Considering the importance of the NPPF to the English planning system, the relevance of the Framework and its implications for the plan making process and the SA is provided in more detail below.

**3.13** Climate change adaptation and mitigation, energy efficiency and waste minimisation measures for new development including through the promotion of renewable energy schemes are also supported through the NPPF. One of the core planning principles is to “support the transition to a low carbon future in a changing climate, taking full account of flood risk and coastal change. It should help to: shape places in ways that contribute to radical reductions in greenhouse gas emissions, minimise vulnerability and improve resilience; encourage the reuse of existing resources, including the conversion of existing buildings; and support renewable and low carbon energy and associated infrastructure.” Furthermore, local planning authorities should adopt a proactive approach to mitigate and adapt to climate change, taking full account of flood risk, coastal change, water supply, biodiversity and landscapes, and the risk of overheating from rising temperatures.

**3.14** Although Local Plans can no longer require levels of the Code for Sustainable Homes, they can promote the Home Quality Mark to support residents in understanding the quality and performance of new build homes and can also set targets for developers to provide for a given percentage of energy used by a new development to come from on-site renewable or low carbon technologies. Local Plan policies can further support the development of renewable energy technologies where appropriate, in line with climate change mitigation strategies and targets.

**3.15** The SA can consider the contribution the alternatives make in terms of contribution to climate change mitigation as well as climate change adaptation.

**3.16** In relation to health and wellbeing, healthy, inclusive and safe places which promote social integration, are safe and accessible, and enable and support healthy lifestyles are supported through the Framework.

**3.17** One of the core planning principles is to “take into account and support the delivery of local strategies to improve health, social and cultural well-being for all sections of the community”. It is identified in the document that “a network of high quality open spaces and opportunities for sport and recreation is important for the health and well-being of communities”. Furthermore, the retention and enhancement of local services and community facilities in villages, such as local shops, meeting places, sports, cultural venues and places of worship is supported. Importantly, Local plans should also “contain policies to optimise the use of land in their area and meet as much of the identified need for housing as possible”. Additionally, larger scale developments such as new settlements or significant extensions to existing villages and towns are required by the NPPF to be guided by policies set within a vision that looks at least 30 years ahead [See reference 15]. The need for policies to be reflective of this longer time period is to take account of the likely timescale for delivery.

**3.18** The delivery of new housing is considered to support local communities by meeting housing needs and addressing shortages. The Local Plan can have a significant influence on addressing inequalities including those relating to health and will need to consider the appropriate siting of new development, particularly large development sites that are likely to include new service and facility provisions. The Local Plan can ensure that new development is located in areas which can improve accessibility for existing as well as new residents and ensure that future development does not exacerbate existing inequalities. The SA process can support the identification and refinement of options that can contribute to reducing inequalities and support the development of policy approaches that cumulatively improve the wellbeing of local communities.

**3.19** The NPPF sets out the approach Local Plans should have in relation to biodiversity states that Plans should “identify, map and safeguard components of local wildlife-rich habitats and wider ecological networks, including the hierarchy of international, national and locally designated sites of importance for biodiversity; wildlife corridors and stepping stones that connect them; and areas identified by national and local partnerships for habitat management, enhancement, restoration or creation”. Plans should also promote conservation, restoration and enhancement of priority habitats and species, ecological networks and measurable net gains for biodiversity. A strategic approach to

maintaining and enhancing networks of habitats and green infrastructure is to be supported through planning policies.

**3.20** The Local Plan, through its review of the spatial strategy, should seek to maximise any opportunities arising for local economies, communities and health as well as biodiversity. This should be inclusive of approaches which are supportive of enhancing the connectivity of green infrastructure and promoting the achievement of biodiversity net gain. The SA process should support the identification and maximisation of potential benefits through the consideration of alternatives and assessment of both negative and positive significant effects.

**3.21** In relation to landscape, the NPPF sets the planning principles of recognising the intrinsic beauty and character of the countryside as well as protecting and enhancing valued landscapes. Reference is included with regards this purpose at National Parks, The Broads and Areas of Outstanding Natural Beauty.

**3.22** The Local Plan should be supportive of an approach to development which would protect the landscape character of the District. Where appropriate it should also seek to protect the individual identities of the District's settlements, with regard for the potential coalescence. The SA should identify those alternatives which contribute positively to landscape character.

**3.23** The NPPF states that in relation to the historic environment plans should "set out a positive strategy for the conservation and enjoyment of the historic environment, including heritage assets most at risk through neglect, decay or other threats". Where appropriate, plans should seek to sustain and enhance the significance of heritage assets and local character and distinctiveness, while viable uses of assets should be considered. Plans should take into account the wider social, cultural, economic and environmental benefits that conservation of the historic environment can bring. They should also consider the contribution the historic environment can make to the character of a place. The Framework places a focus on making 'beautiful' and 'sustainable' places. The use of plans, design policy, guidance and codes is encouraged. The SA provides an

opportunity to test alternatives in terms of the contribution they can make to the protection and enhancement of the historic environment.

**3.24** The Local Plan can take forward a spatial strategy which helps to limit adverse impacts on designated and non-designated heritage assets, including any potential archaeological finds in line with heritage protection and enhancement plans. The SA has a role to play by identifying which alternatives could offer opportunities to secure the protection and enhancement of assets as well as those which might have significant impacts in terms of their appropriate use and setting.

**3.25** The NPPF states that new and existing development should be prevented from contributing to, being put at an unacceptable risk from, or being adversely affected by, pollutions including water pollution and air quality. Inappropriate development in areas at risk of flooding should be avoided. Plans should take a proactive approach to mitigating and adapting to climate change, taking into account implications for water supply. Furthermore, strategic policies should set out an overall strategy for the pattern, scale and quality of development, and make sufficient infrastructure provision for water supply and wastewater.

**3.26** The Local Plan presents an opportunity to consider incorporating targets for water efficiency and the level of water consumption and grey water recycling in any new development. The Local Plan also can ensure that development is sited away from areas of high flood probability and that appropriate water drainage is in place in line with flood risk strategies. The SA process should seek to identify and address potential negative effects on the water environment, including implications relating to wastewater.

**3.27** The NPPF states that planning system should protect and enhance soils in a manner commensurate with their statutory status or quality, while also encouraging the reuse of previously developed land.

**3.28** Plans can seek to ensure the appropriate protection of soil quality, including best and most versatile agricultural land. Further to this, plans should ensure that new development does not conflict with current mineral operations



as well as long-term mineral resource plans. The SA process should inform the development of the Local Plan by helping to identify alternatives which would avoid the areas of highest soil quality and best and most versatile agricultural land, as well as those which would promote the use of brownfield land.

**3.29** The Framework sets out that in terms of economic growth the role of the planning system is to contribute towards building a “strong, responsive and competitive economy” by ensuring that sufficient land of the right type is available in the right places and at the right time to support growth and innovation. There is also a requirement for the planning system to identify and coordinate the provision of infrastructure. Furthermore, planning policies should address the specific locational requirements of different sectors.

**3.30** Local planning authorities should incorporate planning policies which “support the role that town centres play at the heart of local communities, by taking a positive approach to their growth, management and adaptation”. Local Plans are required to “set out a clear economic vision and strategy which positively and proactively encourages sustainable economic growth, having regard to Local Industrial Strategies and other local policies for economic development and regeneration.”

**3.31** The Local Plan should seek to maximise the potential benefits of nearby strategic growth, whilst at the same time ensuring the vitality and viability of smaller localised economies, through the review of the spatial strategy. Ensuring that local town centres and services and facilities at settlements in the plan area are maintained and enhanced is also important and will also provide support for local communities. The SA process can support the development of the Local Plan to ensure that its policies are considerate of impacts on the economy in the District. The process can also be used to demonstrate that impacts on the viability of town centres in the area and surrounding areas have been considered.

**3.32** The NPPF encourages local planning authorities to consider transport issues from the earliest stages of plan making so that: opportunities to promote sustainable transport are identified and pursued; the environmental impacts of

traffic and transport infrastructure can be identified and assessed; and opportunities from existing or proposed transport infrastructure and changing transport technology and usage are realised. The framework also states that the planning system should actively manage growth patterns in support of these objectives.

**3.33** Growth will inevitably increase traffic on the roads which also has implications for air quality, and the Local Plan and SA process can seek to minimise effects of this nature through an appropriate spatial strategy, identifying where mitigation may be needed and requiring the necessary transport provisions and contributions from new development. The Local Plan as supported by the SA should seek to identify opportunities to maximise the potential for alternative modes of transport to the car and reduce the need to travel, therefore reducing emissions, through the consideration of alternatives and assessment of significant effects. This includes potential opportunities that may arise as a result of the delivery of new infrastructure.

## Other national policies, plans and programmes

**3.34** Numerous other policies, plans and programmes at the national level are of relevance to preparation of the Local Plan and the SA. Unlike the NPPF, most of the documents focus on a specific topic area which the SA will consider. There will be some overlap between SA topics covered by these plans and programmes where those documents contain more overarching objectives. However, the plans and programmes considered to be of most relevance for the SA have been grouped by the topics they most directly seek to address, and green boxes below each topic heading summarise the implications of the national PPPs (including the NPPF) for the Local Plan and SA.

## Climate change adaption and mitigation, energy efficiency and waste minimisation

**3.35** The relevant national PPPs under this topic are:

**3.36** Defra, The National Adaptation Programme and the Third Strategy for Climate Adaptation Reporting: Making the country resilient to a changing climate (2018).

- Department for Transport, Decarbonising Transport: Setting the Challenge (2020).
- Defra and the Environment Agency, Understanding the risks, empowering communities, building resilience: The National Flood and Coastal Erosion Risk Management Strategy for England (2020).
- Ministry of Housing, Communities and Local Government, National Planning Policy for Waste (NPPW) (2014).
- Defra, Waste Management Plan for England (2013).
- HM Government, The Clean Growth Strategy (2017).

Implications for the North Somerset Local Plan and SA: The Local Plan should consider setting out policies to achieve climate change mitigation and adaptation while also encouraging development which would help to minimise carbon emissions. This can be done through siting development in areas where sustainable transport patterns can be best achieved and encouraging development to make use of more sustainable sources of energy. The Local Plan should also contain policies to encourage appropriate use of Sustainable Drainage Systems (SuDS) and to ensure that surface water is discharged as high up the drainage hierarchy as possible. Policies should also be included to promote the handling of waste in line with the waste hierarchy.

The SA can test policy options in relation to the contributions they make towards these aims. It should also appraise the contribution individual sites can make to limiting carbon emissions (including through the uptake of more sustainable sources of energy). Sites should also be considered in terms of the impact they will have in terms of promoting climate change

adaptation as well as reducing flood risk and the amount of waste that goes

## Health and well-being

**3.37** The relevant national PPPs under this topic are:

- Public Health England, PHE Strategy 2020-25.
- HM Government, Laying the foundations: housing strategy for England (2011).
- Ministry of Housing, Communities and Local Government, Planning Policy for Traveller Sites (2015).

Implications for the North Somerset Local Plan and SA: The Local Plan needs to consider the need for infrastructure as this has a significant impact on the environment and it should be prepared to ensure that the population has access to sustainable low carbon infrastructure and services and facilities and that there is sufficient capacity within them to serve the increased population. This should include healthcare, education and open space. Development should be located in areas where facilities are most accessible, issues of overcapacity would be less likely to result, and active modes of travel might be promoted. Policies included in the Local Plan can also help to facilitate the supply of healthy local food. The provision of an appropriate level of housing over the plan period will help address issues of disparity in terms of access to decent housing in the plan area. The provision of new housing should be considerate of local needs with regards to housing size, tenure and type, including the needs of Travellers.

Policy options considered for the Local Plan can be tested through the SA in relation to the contributions they make towards these aims. The SA

should also appraise the contribution the development strategy can make to health and wellbeing. This should be considered in relation to the ability to support the delivery of new infrastructure and facilities which might benefit public health, as well as accessibility to existing infrastructure and facilities of this nature. The capacity of existing facilities may also need to be considered. Consideration should also be given to the strategy's ability to deliver the required number of new homes, including affordable homes.

## Environment (biodiversity/geodiversity, landscape and soils)

**3.38** The relevant national PPPs under this topic are:

- Defra, A Green Future: Our 25 Year Plan to Improve the Environment (2018).
- Defra, Biodiversity 2020: A strategy for England's wildlife and ecosystem services (2011).
- Defra, Biodiversity offsetting in England Green Paper (2013).
- Defra, Safeguarding our Soils – A Strategy for England (2009).

**3.39** The Environment Act 2021 also comprises part of the environmental policy context for the preparation of the Local Plan and undertaking of the SA. The Act seeks to improve air and water quality, tackle waste, increase recycling, halt the decline of species, and improve our natural environment. The Act introduces a mandatory requirement for 10% biodiversity net gain to be achieved at most developments.

Implications for the North Somerset Local Plan and SA: The Local Plan should be prepared to limit the potential for adverse impacts on biodiversity and geodiversity as well as important landscapes (including those that are designated) and higher value soils. The plan area contains a number of

nationally important biodiversity sites which will need to be protected through planning policy. The plan should also take into account non-designated landscapes identified to be particularly sensitive to development and non-designated habitats which form part of wider ecological networks. The plan also presents opportunities to promote the achievement of net gain in biodiversity. Measures may include the incorporation of new green-blue corridors, to support the passing of wildlife and water through new developments, and will also help to reduce higher rates of surface water runoff. These aims may be supported through the appropriate update of the spatial strategy. It can also be used to encourage the re-use of brownfield land and protect more valuable agricultural soils from development. Benefits may be achieved by directing development to less sensitive locations. Updated planning policy can also be used to achieve habitat connectivity through the provision of new green infrastructure.

It will be the role of the SA to test the policy options in terms of the effect they will have on biodiversity sites and habitats as well as valued landscapes. The effects of these options in relation to promoting the development of brownfield land and limiting the loss of valuable agricultural soils should also be appraised. The findings of the HRA and landscape character assessment work should inform the appraisal of the options where appropriate.

## Historic environment

**3.40** The relevant national PPPs under this topic are:

- The Heritage Alliance, Heritage 2020.
- Historic England, Corporate Plan 2018-2021.
- Historic England, Sustainability Appraisal and Strategy Environmental Assessment: Historic England Advice Note 8 (2016).

Implications for the North Somerset Local Plan and SA: The potential impact of new development on the historic environment, including local character as well as designated and non-designated heritage assets and their respective settings should also inform the preparation of the Local Plan. Particular regard may be given to protecting heritage assets which have been identified as being 'at risk' (both at the national and local level). The update of the spatial strategy should be considered in relation to its potential impacts in relation to these issues.

The SA should appraise options for the Local Plan in terms of the potential for effects on the historic environment. It should identify those locations at which development would have the greatest potential to adversely impact the historic environment, as informed by heritage impact assessment work for the Local Plan.

## **Water and air**

**3.41** The relevant national PPPs under this topic are:

- Environment Agency, Managing Water Abstraction (2016).
- Defra, Water White Paper (2012).
- Defra, Clean Air Strategy (2012).

Implications for the North Somerset Local Plan and SA: The Local Plan should consider setting out policies to promote the efficient use of water and limit all types of pollution including water pollution. It should also seek to limit pressure on the wastewater treatment (WwT) infrastructure and water supply. Options for the spatial strategy should take account of areas which have highest sensitivity in relation to these issues, including Source Protection Zones (SPZ) and Air Quality Management Areas (AQMA). To

limit the potential for air quality issues to be intensified as development is delivered over the plan period the Local Plan should also factor in the contribution development options can make to achieving modal shift and limiting the need for residents to travel.

The contribution policy options can make to achieving these aims can be tested through the SA. Options can be considered in relation to particular sensitivities of the WwT infrastructure and other identified areas (such as SPZs and AQMAs).

## Economic growth

**3.42** The relevant national PPPs under this topic are:

- HM Government, Industrial Strategy: building a Britain fit for the future (2017).
- Infrastructure and Projects Authority, National Infrastructure Delivery Plan 2016-2021.
- LEP Network, LEP Network response to the Industrial Strategy Green Paper Consultation (2017).

Implications for the North Somerset Local Plan and SA: The Local Plan should set out policies to support the projected level of economic growth required over the plan period. This should include support for sustainable employment growth to benefit all members of the community as to reduce disparity in the plan area. Policies to support the level of infrastructure required for the economy to function successfully should also be set out. Local economic growth should be considered in the light of wider economic growth of the wider West of England LEP area. Policies should be supportive of economic growth that is located to enable local people to be



able to access the new employment opportunities. Local Plan policies may also seek to promote the viability of the Town, District and Local Centres.

The SA can test options in relation to the contribution they can make to achieving these aims. Options should be appraised in terms of the contribution they can make to meeting the employment land requirements of the District as well as the access residents would have to the employment opportunities delivered.

## Transport

**3.43** The relevant national PPPs under this topic are:

- Department for Transport, Transport Investment Strategy (2017).

Implications for the North Somerset Local Plan and SA: The potential for reducing the need to travel, limiting congestion and associated benefits for air quality and climate change as well as public health should inform the preparation of the policies for the Local Plan. The Local Plan can also be supportive of more sustainable modes of transport. Furthermore, the selection of options for the updated spatial strategy should be informed by issues such as the potential for access to new and existing public transport nodes and active transport routes and specific highways capacity issues. The selection of options should also be informed by the proximity of development to essential services and facilities which is likely to influence the need for residents to regularly travel long distances.

The SA should be used to test options in terms of the contribution they can make to making transport choices more sustainable in the District. This

includes the contribution they make to the uptake of more sustainable

## Sub National

**3.44** Below the national level there are further plans and programmes which are of relevance to the Local Plan and SA process. These plans and programmes sit mostly at the sub-regional, county and district levels. Details of those plans and programmes which are of most relevance at this level are provided in Appendix B.

## Surrounding Development Plans

**3.45** Development in North Somerset will not be delivered in isolation from those areas around it. Given the interconnection between North Somerset and the surrounding areas there is potential for cross-boundary and in-combination effects where development is proposed through development plans in neighbouring authorities. As such, a summary of the Local Plans for the following local authority areas which surround North Somerset is also provided in Appendix B:

- City of Bristol
- Bath and North East Somerset
- Mendip
- Sedgemoor

**3.46** Appendix B also includes a summary of the transport and minerals and waste plans which, together with the relevant Local Plan documents, comprise the development plans for these authorities.

## Baseline Information

**3.47** Baseline information provides the context for assessing the sustainability of proposals in the Local Plan and it provides the basis for identifying trends, predicting the likely effects of the plan and monitoring its outcomes. Baseline data must be relevant to environmental, social and economic issues, be sensitive to change and should ideally relate to records that are sufficient to identify trends.

**3.48** Schedule 2 of the SEA Regulations requires that the Environmental Report includes descriptions of:

“(2) The relevant aspects of the current state of the environment and the likely evolution thereof without implementation of the plan or programme.’

‘(3) The environmental characteristics of areas likely to be significantly affected.”

**3.49** Schedule 2(6) of the SEA Regulations requires the likely significant effects of the plan on the environment to be assessed in relation to: biodiversity; population; human health; fauna; flora; soil; water; air; climatic factors; material assets; cultural heritage including architectural and archaeological heritage; landscape; and the inter-relationship between these. As an integrated SA and SEA is being carried out, baseline information relating to other ‘sustainability’ topics has also been included, for example, information about housing, social inclusiveness, transport, energy, waste and economic growth.

**3.50** Information on existing environmental, social and economic conditions in the plan area provides the baseline against which the plan’s effects can be assessed in the SA and monitored during the plan’s implementation. Baseline information can also be combined with an understanding of drivers of change

that are likely to persist regardless of the Local Plan to understand the likely future sustainability conditions in the absence of the local plan.

**3.51** The baseline information for North Somerset is presented in Appendix C.

## Key Sustainability Issues

**3.52** Key sustainability issues for North Somerset were originally identified in the SA Scoping Report (final version, July 2020). These issues were reviewed as part of the SA Interim Report (November 2020) and have now been again reviewed and revised in light of the updated policy review and baseline information. The updated key issues identified through the analysis of the updated baseline and policy context are summarised in Key Sustainability Issues for North Somerset.

**3.53** It is also a requirement of the SEA Directive that consideration is given to the likely evolution of the environment in the plan area (in this case North Somerset District) if the Local Plan was not to be implemented. This analysis is also presented in the final column of Key Sustainability Issues for North Somerset in relation to each of the key sustainability issues.

**3.54** The information in Key Sustainability Issues for North Somerset shows that, in general, the current trends in relation to the various social, economic and environmental issues affecting the plan area would be more likely to continue without the implementation of the new Local Plan, although the policies in the adopted Core Strategy and Sites and Policies Plan Parts 1 and 2 would still go some way towards addressing many of the issues. In most cases, the new Local Plan offers opportunities to directly and strongly affect existing trends in a positive way, through an up-to-date plan which reflects the requirements of the NPPF.

# Key Sustainability Issues for North Somerset

## Key Issue – Inequality

- Objective –
  - Better and more sustainable access to jobs, services, facilities and amenities for all
- Scale of challenge –
  - There is a specific need to address inequality, where access to local jobs and services, is worse for some (principally in the older urban parts of the District) than for most residents of the District. Weston-super-Mare contains a number of LSOAs which are within the 10% most deprived in England. This is evident across most domains most notably including ‘income deprivation’, ‘employment deprivation’, ‘education’, ‘skills and training’, ‘crime’, ‘income deprivation affecting older people’ and ‘income deprivation affecting younger people’. The other main settlements in North Somerset contain some smaller areas of deprivation, however, there are also areas which fall within the 10% least deprived in the country, demonstrating the existence of disparity in the District.
- Likely evolution of the issue without the plan – Moderate/Major
  - Continuation of current trend, although other strategies and initiatives may well impact on this trend.
  - The growth strategy in the new Local Plan could help ensure that a high proportion of residents are able to access nearby jobs and services and facilities. Where new development could support the delivery of service provision it could be considered in relation to areas of identified greatest need. Development management policies in the plan could help to prevent the unnecessary loss of viable employment land and existing services and facilities.

## Key Issue – Economic prosperity

- Objective:
  - Safeguarding and increasing jobs and productivity, meeting the future needs of businesses for additional land and premises.
- Scale of challenge:
  - Despite containing some of the Region’s key drivers for economic growth (including Junction 21 Enterprise Area, Bristol Airport and Royal Portbury Dock) North Somerset presently sees a high level of out-commuting, particularly to the Bristol urban area. Planning has an important role to play to maintain a ready supply of sites and premises to meet local requirements for business expansion and inward investment. This will be important to enable the Council to take the proactive steps towards restoring a closer balance between employment and housing in a manner that would not conflict with the longer-term objectives.
- Likely evolution of the issue without the plan: Major
  - Without a strategy to help achieve the right balance between the distribution of housing and employment across all settlements in North Somerset, it is unlikely that out-commuting from the District can be reduced. This is likely to be influenced by the increased potential and trend for home working in light of the COVID-19 pandemic.
  - The growth strategy in the new Local Plan could help ensure that a high proportion of residents are able to access nearby jobs. Development management policies in the plan could help to prevent the unnecessary loss of viable employment land. It could also help to support homeworking in the plan area by requiring the design of development to support related activities.

## Key Issue – Town centre decline

- Objective:

- Protection of Town centres/ retail centres. Their role as economic drivers and centres of job provision should be protected. District and local centres provide accessible facilities for their communities.
- Scale of challenge:
  - Town centres face pressures both from the rise of online retailing and provision of out-of-town shopping centres. Of the District's towns, only Nailsea currently does not exceed the target for primary retail frontage areas in nonretail use. This trend can be attributed to continuing economic downturn as well as the external pressures on town centre locations. While not specific to the sustainability context for North Somerset, the COVID-19 pandemic has influenced the use of town centre locations across the country.
- Likely evolution of the issue without the plan: Moderate
  - Town Centre vitality is influenced by factors outside of the role of planning policy restrictions. However, without a positive strategy supported by appropriate development management policies that support the viability of town centre locations, the potential for supporting increased use and improved performance of these areas is less likely to be achieved.
  - The growth strategy in the new Local Plan could help to increase footfall to the District's centres by allocating appropriate development in close proximity to these areas with good access by public and active modes to these locations. The achievement of higher densities at these locations and as well as requiring positive public realm improvements could also help to address this issue. The Core Strategy already sets out policy to help protect the viability of town centre locations through the delivery of an appropriate scale and mix of uses, and the new Local Plan should seek to build on this approach.

### Key Issue – Ageing population

- Objective:
  - Improve health and well-being across the District

- Scale of challenge:
  - There are health issues arising from the fact that in North Somerset older people make up a larger proportion of the population than regionally and nationally and the working age population is correspondingly smaller.
  - There are also disparities between life expectancy ages across the District. The life expectancy at birth for both men and women is reported to be lower in parts of Weston-super-Mare as well as in parts of Clevedon, to a lesser extent. Furthermore, parts of the District (most notably areas of Weston-super-Mare and to a lesser extent Clevedon and Portishead) perform poorly in relation to the Health Deprivation and Disability Domain as per the IMD 2019.
- Likely evolution of the issue without the plan: Moderate
  - In line with the national trend towards an increasingly older population, a continuation of the current trend is likely.
  - However, the new Local Plan presents an opportunity to help ensure that older people in the plan area can improve and maintain a higher quality of health. This can be achieved by supporting access to healthcare and other community services and facilities to directly help support public and provide indirect support in relation to preventing social isolation. The growth strategy in the new Local Plan could help ensure that where new development could support the delivery of service provision it is considered in relation to areas of identified greatest need. Development management policies in the plan could help to prevent the unnecessary loss existing services and facilities.

### Key Issue – Meeting housing need

- Objective:
  - Meeting local communities needs for housing, including affordable housing
- Scale of challenge:



- Significant housing growth required over the plan period. The house price to earnings ratio of 9.7 for the District demonstrates the need for new homes (including those to be delivered as affordable homes) in the plan area.
- Likely evolution of the issue without the plan: Major
  - An expired plan increases the potential for speculative development which is not where most needed within the District. Furthermore, the District's requirement for affordable housing may not be provided.
  - By incorporating an updated growth strategy, the new Local Plan provides opportunities to direct new housing development to areas of most need. The allocation of a range of site sizes will support affordable housing delivery as well as supporting development which can achieve faster completion rates at smaller sites.

## Key Issue – Oversubscribed health and community facilities

- Objective:
  - Need for new health and community facilities other than to meet future housing growth
- Scale of challenge:
  - Improved access to health and community services for the existing population is required.
- Likely evolution of the issue without the plan: Moderate
  - Continuation of current trend of over-subscribed services, although other strategies and initiatives may well impact on this trend.
  - The growth strategy in the new Local Plan could help ensure that where new development could support the delivery of service provision it could be considered in relation to areas of identified greatest need. Development management policies in the plan could help to prevent the unnecessary loss existing services and facilities.

## Key Issue – Climate emergency

- Objective:
  - High levels of greenhouse gas saving needed to help mitigate climate change Likely to affect biodiversity and have socio-economic impacts.
- Scale of challenge:
  - The District has declared a climate change emergency and needs to achieve reductions in its carbon emissions to meet its recommended climate change targets based on the commitments in the United Nations Paris Agreement. Presently the District performs better than the neighboring areas of Sedgemoor and Mendip in terms of carbon emissions per capita, but worse than Bath and North East Somerset and Bristol. The scale of proposed development could generate significant additional GHG emissions, making it harder to reach emissions reduction targets
- Likely evolution of the issue without the plan: Major
  - Failure to respond to the changing baseline conditions in the District could lead to higher levels of development in less sustainable locations. This, in turn, could lead to an unsustainable increase in carbon emissions associated with new development.
  - The new growth strategy in the Local Plan provides opportunities to make use of the most sustainable locations in the plan area for development to support reduced need to travel in the plan area. New development management policies also provide an opportunity to respond more effectively to the climate change emergency through support for more sustainable design measures and construction methods as well as development that would incorporate renewable and low carbon energy infrastructure (including electric vehicles). The new Local Plan could also include policy to require that development is more adaptative to the effects of climate change. This may include increased support for the incorporation of new green infrastructure.

## Key Issue – Car-based travel

- Objective:
  - Reduce the need to travel by car.
  - Out-commuting impacting on congestion/air quality and emissions at motorway junctions and on key routes in urban / rural areas creating pinch points particularly in peak hours.
- Scale of challenge:
  - A high proportion of people out-commute for employment to Bristol and surrounding areas largely by car. Large parts of the District are rural in nature where public transport, walking and cycling links are usually sparser.
  - There is a need to ensure that acceptable distances to and the frequency of public transport is enforced.
- Likely evolution of the issue without the plan: Moderate/Major
  - Additional growth will lead to increased congestion/ deterioration in air quality.
  - The growth strategy of the new Local Plan should seek to direct development to the more sustainable locations of the District as to limit the need to travel and support the viability of public transport. The new growth strategy could also help ensure that where new development could support the delivery of service provision it is considered in relation to areas of identified greatest need as to reduce the need to travel from more isolation locations in the District. This approach could also be used to support existing rural services currently identified as potentially being lost due to issues relating to viability. It will also be important to ensure a supply of viable new employment sites and the protection of existing important employment sites in the plan area as to limit any increased need for out-commuting. The development management policies of the new Local Plan provide an opportunity to encourage car free environments by supporting an appropriate mix of uses at large sites and the incorporation of development management policies that limit car dependency.

## Key Issue – Flood risk

- Objective:
  - Address flooding and flood risk including issues with coastal change and increased risk due to climate change
- Scale of challenge:
  - Parts of the larger settlements contain or are in close proximity to substantial areas of flood risk from rivers or the sea. These are areas ranging from high to low risk. Climate change will mean that the potential for flooding is likely to increase. This means that in the District there is a conflict between flood risk and the level of employment/housing growth required.
- Likely evolution of the issue without the plan: Moderate/Major
  - Continuation of the current trend, although the extent to which new development is at risk has been reduced by national planning policy elevating the issue of flood risk.
  - As well as the opportunities the new growth strategy may present in terms limiting new development within the areas of highest flood risk, new development management policies in the Local Plan could require development to be designed to be adaptive to climate change. This includes measures relating to flood risk, the incorporation of green infrastructure (in addition to SuDS) which is likely to help support the safe infiltration of surface water.

## Key Issue – Pollution

- Objective:
  - Improve air quality and reduce all types of pollution
- Scale of challenge:
  - Planning has an important role to play in ensuring that new development does not lead to lessening of environmental quality and to

ensure that development is not introduced into areas of existing poor environmental quality unless it improves them. While there are no AQMAs in North Somerset, the main routes towards Bristol City lead to the Bristol AQMA. A high proportion of these journeys is made by car.

- Likely evolution of the issue without the plan: Major
  - Continuation of current trend, although other strategies and initiatives may well impact on this trend. Continued high levels of out commuting and reliance on travel by car is likely to mean that this remains relevant although the emergence of more efficient and improved vehicular technologies will help to address this issue.
  - The growth strategy of the new Local Plan should seek to direct development to the more sustainable locations of the District as to limit the need to travel and support the viability of public transport. When allocating new development sites, the plan should also consider areas most affected by adverse air quality, water quality and noise (including that from the strategic road and rail networks). The inclusion of new development management policies could also support the delivery of development which addresses existing pollution issues and supports necessary infrastructure provisions (such as supporting the remediation of contaminated land and infrastructure for wastewater).

## Key Issue – Biodiversity and landscape character area protection

- Objective:
  - Protect, conserve and enhance internationally, nationally and locally recognised biodiversity, landscape character area (including Mendip Hill AONB)
- Scale of challenge:
  - There is a potential threat to native species from invasive non-native species. Effective biosecurity practices are required to prevent this threat.

- There are significant areas of both statutory and non-statutory nature conservation sites across the District. This includes part of the Severn Estuary SPA, SAC and Ramsar site, Avon Gorge Woodlands SAC and North Somerset and Mendip Bats SAC and the zones of consultation associated with this designation. There is scope for the improvement of some of the designated and undesignated biodiversity sites in the plan area.
- Some landscape character areas in North Somerset are under threat of decline.
- Likely evolution of the issue without the plan: Major
  - Continuation of current trend, although other strategies and initiatives will also have a critical influence on future patterns. The Environment Act forms an important context of preserving and enhancing biodiversity as new development is provided given the requirement for the 10% biodiversity net gain. The Mendip Hills AONB Management Plan will also be of importance to conserve and enhance the designated landscape.
  - The growth strategy of the new Local Plan provides opportunities to direct developments to areas of least sensitivity in biodiversity and landscape terms. Furthermore, new development management policies could provide support for the achievement of biodiversity net gain and the incorporation of design to limit address impacts on local landscape character. The delivery of joined up green infrastructure through a strategic approach is likely to be of great benefit to achieving improvements in relation to both biodiversity and landscape character.

### Key Issue – Protection and enhancement of North Somerset's heritage assets

- Objective:
  - To conserve the significance of North Somerset's cultural heritage and finite heritage assets and their setting, and ensure their potential

contribution to social, economic, and environmental objectives are realised.

### ■ Scale of challenge:

- The District has many listed buildings, archaeological sites and conservation areas. Many heritage assets in the plan area are undesignated. The District presently has three buildings and structures, two places of worship and two archaeological entries on the Heritage at Risk Register.
- There are potential risks associated with significant growth from, for example, strategic infrastructure associated with sizeable development, a discordant scale, massing and height of development in historic centres. These types of development can result in: a loss or erosion of landscape/ townscape character; an adverse impact on the historic integrity and setting of historic settlements; a direct and or indirect impact upon individual heritage assets and their settings; traffic congestion, air quality, noise or light pollution and other problems affecting the historic environment.

### ■ Likely evolution of the issue without the plan: Major

- Continuation or an increase in historic areas, monuments and buildings on the at-risk register. Without updated policy to respond to changing baseline conditions in the District there is reduced potential for planning to support a realisation of the historic environment's potential to support economic, social and environmental objectives.
- The growth strategy of the new Local Plan provides opportunities to deliver the highest levels of development where there is more limited potential for impacts on heritage assets. This approach might also consider the potential for bringing disused heritage assets back into suitable sustainable use. Furthermore, new development management policies should require developments to be considerate of the historic environment and existing character of North Somerset.

## Key Issue – Pressure on greenfield sites/protection of open spaces

- Objective:
  - Pressure on the countryside/ greenfield, open space and recreation sites from planned development
- Scale of challenge:
  - Planning policy for the District needs to enforce the prioritisation and use of vacant previously developed/ brownfield sites.
  - While much of the population within the large settlements of the District have good access to public open spaces, there is also a need to protect open spaces for recreation and support the provision of new recreation facilities within new development.
- Likely evolution of the issue without the plan: Major
  - Major brownfield opportunities in the District are now reaching exhaustion. Furthermore, there is a potential for threats to green open space designations from the scale of development required in the District over the plan period.
  - Given that supplies of brownfield land in the District are nearing exhaustion, it is likely that a large proportion of development will need to occur on greenfield sites. However, the growth strategy of the new Local Plan allows for opportunities to provide a majority of new residents with good access to the more substantial areas of public open space in the District. New sites can also be allocated to provide new high quality public open space and recreation facilities where there is greatest existing need. The new development management policies in the Local Plan should continue the approach of resisting loss of open space and recreation facilities.



## The SA framework

**3.55** As described in Chapter 2, the relevant objectives established via the review of plans, policies, and programmes and the key sustainability issues identified by the baseline review informed development of a framework of sustainability objectives, the SA framework, against which the plan has been assessed. The SA framework for North Somerset is presented in SA framework for the North Somerset Local Plan.

**3.56** The context for the appraisal of options for the Local Plan against each of the SA objectives is set by the sub-objectives or decision-making criteria presented in the second column of the table. These criteria provide a guide for the appraisal of options, identifying issues relating to the SA objective that should be considered where relevant. Given the large number of issues relating to each SA objective, it is not possible to list all those that are related and relevant and therefore the decision-making criteria should not be considered to be prescriptive or exhaustive. In effect the criteria act as a starting point for the identification of effects and the appraisal work considers wider issues as appropriate

**3.57** As part of the review of the site assessment criteria that underpin the appraisal of the site options considered for the Local Plan, a small number of changes have been made to some of the SA objectives in the SA framework since it was presented in the Scoping Report and the SA Interim Report. This includes the removal SA objective 1.2: Locate development where there is a demand for new employment particularly where there is a known sector demand, which was included in the previous iteration of the SA Report. The decision was made to remove this SA objective given that reliable evidence was not available to appraise elements of the Local Plan in relation to this issue. The issue of demand for employment land is furthermore considered to be outside of the scope of the SA. Minor wording changes to other SA objectives have also been made following the review of consultation comments received.

## SA framework for the North Somerset Local Plan

### SA Objective 1.1

- Ensure a range of job opportunities are easily accessible without having to use a car.

### Decision-making criteria - Positive effect (+/++)

- 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.

### Decision-making criteria - Negative effect (-/--)

- Development which is distant from a range of employment opportunities and dependent on the car to access a range of employment options.

### Relevant SEA topic

- Population, Human Health, Climate.

### SA Objective 1.2

- Provide opportunities to improve economic wellbeing and reduce inequalities by providing good access to education and training opportunities.

## Decision-making criteria - Positive effect (+/++)

- Development that provides access to good quality jobs, education and training opportunities for all.

## Decision-making criteria - Negative effect (-/--)

- Development that does not provide good access to jobs, education and training.

## Relevant SEA topic

- Population, human health

## SA Objective 1.3

- Promote the optimal use of land which supports regeneration, maximise re-use of previously developed (brownfield) land and protects the rural economy.

## Decision-making criteria - Positive effect (+/++)

- Development on 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).

## Decision-making criteria - Negative effect (-/--)

- Development on open space/ greenfield/ sites.

- Development on high Agricultural Land Value (ALV) classification (grade 1 – 3a).
- Loss of local food growing land of demonstrable value.

## **Relevant SEA topic**

- Soil, Flora & Fauna, Biodiversity

## **SA Objective 1.4**

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

## **Decision-making criteria - Positive effect (+/++)**

- High land value areas.
- Areas where funding for major infrastructure projects is secured.
- e.g. Infrastructure providing wider benefits/ unlocking economic growth.

## **Decision-making criteria - Negative effect (-/--)**

- Areas of low viability.
- Areas in need of major infrastructure works but funding is unlikely to be secured.
- e.g. railway crossings, major flood mitigation required, major transport infrastructure required.

## **Relevant SEA topic**

- Material assets

## SA Objective 2.1

- Boost housing delivery and meet the housing need identified within the plan period.

### **Decision-making criteria - Positive effect (+/++)**

- Development that is can meet specific needs and/or more general housing needs in the short-term.

### **Decision-making criteria - Negative effect (-/--)**

- Development that is likely to require a longer lead in time for development.

### **Relevant SEA topic**

- Population.

## SA Objective 2.2

- Deliver affordable or specialist housing where it is most needed to meet the needs of North Somerset's population.

### **Decision-making criteria - Positive effect (+/++)**

- Development that contributes to meeting the needs identified at the areas most in need.

### **Decision-making criteria - Negative effect (-/--)**

- Development that does not contribute to meeting affordable needs where most needed.

## Relevant SEA topic

- Population, human health.

## SA Objective 2.3

- Achieve reasonable access to a wide range of community, educational, town centre and healthcare facilities.

## Decision-making criteria - Positive effect (+/++)

- Development within a reasonable distance of a wide range of facilities. Multi-purpose community facilities, primary and secondary schools, higher education establishments supermarkets, and doctor's surgery.

## Decision-making criteria - Negative effect (-/--)

- Development beyond a reasonable distance and with no public transport to community facilities.

## Relevant SEA topic

- Population, Human health, Climate.

## SA Objective 2.4

- Enhancing community cohesion and community facilities provision including cultural facilities.

## Decision-making criteria - Positive effect (+/++)

- 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.

## Decision-making criteria - Negative effect (-/--)

- Development which has the potential to remove retail and leisure services and facilities from a town centre.
- Physical barriers to integration.

## Relevant SEA topic

- Population, human health, cultural heritage.

## SA Objective 2.5

- Achieve healthy living opportunities promoting good access to healthcare centres, open spaces, Public Rights of Way, walking and cycling opportunities, and outdoor leisure activities.

## Decision-making criteria - Positive effect (+/++)

- 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.

## Decision-making criteria - Negative effect (-/--)

- 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.

## Relevant SEA topic

- Human health, Population, landscape.

## SA Objective 3.1

- Reduce carbon emissions by supporting appropriate decentralised renewable energy generation.

## Decision-making criteria - Positive effect (+/++)

- Development which integrates renewable energy, where there is an identified potential renewable energy source nearby.
- Development with the potential to provide new heat network (high density) or has the potential to links into existing heat networks.

## Decision-making criteria - Negative effect (-/--)

- 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 settlement scenarios).
- Development which is likely to have a damaging effect on sensitive landscapes and on ecology.



## Relevant SEA topic

- Climate, material assets.

## SA 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.

## Decision-making criteria - Positive effect (+/++)

- 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 chemical status of freshwater, transitional waters and coastal waters.

## Decision-making criteria - Negative effect (-/--)

- 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 Protection Zones.

## Relevant SEA topic

- Water, Climate, Human health, material assets

## SA Objective 3.3

- Reduce the need to travel by car to minimise environmental impacts of unsustainable forms of travel, including transport related carbon emissions and air pollution. Ensure good access to infrastructure that promotes travel by active modes (walking and cycling).

## Decision-making criteria - Positive effect (+/++)

- 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.

## Decision-making criteria - Negative effect (-/--)

- 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.

## Relevant SEA topic

- Climate, human health, air.

## SA Objective 3.4

- Minimise impact on and where appropriate enhance sensitive landscapes.

### Decision-making criteria - Positive effect (+/++)

- Developments which enhance the visual attractiveness of the area, creating quality places and contributing to townscape, landscape, and /or character of the settlement.
- Sites unlikely to cause any significant adverse impact on either the general landscape or townscape.

### Decision-making criteria - Negative effect (-/--)

- Developments which detract from visual attractiveness of the area.
- Development likely to lead to loss of, change or harm to townscape or landscape or character of a settlement.

### Relevant SEA topic

- Landscape

## SA Objective 3.5

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

### Decision-making criteria - Positive effect (+/++)

- Development that is likely to safeguard, protect, and where appropriate enhance, the significance of any affected heritage asset, historic townscape or landscape.

## Decision-making criteria - Negative effect (-/--)

- Development likely to harm the significance of an affected heritage assets or its setting.

## Relevant SEA topic

- Cultural heritage

## SA Objective 3.6

- Protect and where possible enhance Biodiversity, Geodiversity and Green Infrastructure and allow its adaptation to climate change, particularly with respect to protected habitats and species.

## Decision-making criteria - Positive effect (+/++)

- Development that integrates/preserves or enhances existing local sites/habitats or features.
- Development that maintains/enhances the connectivity and integrity of Wildlife Networks.
- Development which allows adaptation to climate change through the connection of habitats (wildlife corridors).
- Development which provides new or improved wildlife/habitats.
- Development which enhances existing Green Infrastructure corridors and linked assets.
- Development that takes opportunities to provide new/ strengthen existing Green Infrastructure corridors.

## Decision-making criteria - Negative effect (-/--)

- Development on or adjacent to national and 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.

## Relevant SEA topic

- Biodiversity, Fauna & Flora.

## Chapter 4

# Sustainability Appraisal Findings for the Policy Options

**4.1** The Choices for the Future consultation document (November 2020) set out four alternative spatial approaches for the Local Plan. These were considered by the Council to be the 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 was 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.

**4.2** The four approaches were diagrammatically represented in the Choices for the Future document and were subject to SA by North Somerset Council with the findings being reported in the November 2020 SA Interim Report. The four approaches were:

- Retain Green Belt
- Urban Focus
- Transport Corridors
- Greater Dispersal

**4.3** 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 (SHLAA), 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 were subject to high-level appraisal using the scoring criteria

within the SA framework. Broad assumptions were made about potential capacity.

**4.4** 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.

**4.5** In order to achieve consistency in the assessment, the decision-making criteria listed in the SA framework (see SA framework for the North Somerset Local Plan) were applied. As described in Chapter 2, the scoring ranges from ++, which indicates very good compliance or a 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 are also identified (?).

**4.6** 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.

**4.7** 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 SA 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. At the time the appraisal was carried out, this evidence was being updated to cover the full range of both renewable heat as well as electricity generation and it was stated that this would be available for further rounds of Sustainability Appraisal testing.

## SA findings for the Spatial Approaches

**4.8** The SA 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 was completed by the Council to help inform decision making as plan-making progresses, not as a way of identifying the best or preferred approach.

**4.9** The purpose of this assessment is to provide a high-level summary of how the four approaches may contribute to the range of sustainability objectives identified. This assessment was 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. SA of individual locations/sites has been carried out separately, as described in Chapter 5 of this report.

**4.10** The results of the high-level sustainability assessment of the places identified within the broad spatial approaches are presented in Table 4.1 at the end of this section. It should be noted that at the time the appraisal was carried out, the SA framework still included SA objective 1.2 which has now been removed from the framework, as described earlier in this report. The numbering of subsequent objectives is also therefore different from the current SA framework.

**4.11** 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

**4.12** Whilst the assessment of places within the different spatial approaches (Table 4.1) 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.

**4.13** 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 are presented in Assessment of each approach under the sustainability objectives at the end of this section.

**4.14** Using the analysis presented in Assessment of each approach under the sustainability objectives, 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.**

**4.15** 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.**

**4.16** Approach 2, which provides 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**

**4.17** 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**

**4.18** 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**

**4.19** 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**

**4.20** 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**

**4.21** 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**

**4.22** 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**

**4.23** 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 Approaches 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**

**4.24** 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)**

**4.25** 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 may be required at later stages of the SA, when new data on the full range of renewable energy resources becomes available.

### **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**

**4.26** SW Bristol is largely identified as Flood Zone 1 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**

**4.27** 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**

**4.28** 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**

**4.29** 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**

**4.30** 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

Table 4.1: SA findings for the alternative spatial approaches

1. Retain Green Belt

Places	SA 1.1	SA 1.2	SA 1.3	SA 1.4	SA 1.5	SA 2.1	SA 2.2	SA 2.3	SA 2.4	SA 2.5	SA 3.1	SA 3.2	SA 3.3	SA 3.4	SA 3.5	SA 3.6
WSM	++	++	++	++	-	+/-	++	++	++	++	+	+/-	++	++	-	+/?
Nailsea	+	++	+	+/-	-	++/-	+	++	++	++	++	-	++	+/-	-	-
Backwell	+	+/-	+/-	-/?	-	++/-	+	++	++	++	++	++	++	+/-	--	-
Banwell	++	-/?	-	+/-	++	+/-	++	+	0	+	++	+	-	--	+	0/?
Claverham	-	-/?	+	--	++	+/-	-	--	--/+	+	++	++	-	-	0	--/+
Churchill	0	-/?	-	--	+	+/-	+	+	+	+	++	++	+	+/-	--	+
Congresbury	-	-/?	+/-	-/?	+	+/-	+	+	+	+	++	-/+	+	-	-	--/+
Sandford	0	-/?	-	-/?	++	+/-	+	+/-	0	+	++	++	-	+/-	0	0/?
Winscombe	-	--	+/-	--	++	+/-	+	+	0	+	+	++	+/-	--	0	+/?
Wrington	0	-/?	-	-/?	+	+/-	+	+/-	+	+	++	+/-	-	-	--	+/?



**Chapter 4** Sustainability Appraisal Findings for the Policy Options

Places	SA 1.1	SA 1.2	SA 1.3	SA 1.4	SA 1.5	SA 2.1	SA 2.2	SA 2.3	SA 2.4	SA 2.5	SA 3.1	SA 3.2	SA 3.3	SA 3.4	SA 3.5	SA 3.6	
Yatton	0	+/-	++	-/?	+/-	+/-	+	+/?	+	+	++	-	++	+/-	-	--/+	
Locking	++	-/?	+/-	-/?	+/-	+/-	+	+/-	0	+	+/-	-	-	--	+	+	
Hutton	++	-	+/-	-/?	+/-	+/-	+	+/-	0	+	0	+/-	-	-	-	+	
Bleadon	+	--	+/-	-/?	+/-	+/-	+	--	0	+	0	+/-	+/-	-	0	-	
East of WSM	++	+	-/?	+/-	+	++/-	++	++	+	++	++	+	++	0	0	+/?	
North of Churchill	0	-/?	-/?	-/?	-	++/-	+	--	+	++	++	++	++	-	0	0	+

**2. Urban Focus**

Places	SA 1.1	SA 1.2	SA 1.3	SA 1.4	SA 1.5	SA 2.1	SA 2.2	SA 2.3	SA 2.4	SA 2.5	SA 3.1	SA 3.2	SA 3.3	SA 3.4	SA 3.5	SA 3.6
WSM	++	++	++	++	--	+/-	++	++	++	++	+	+/-	++	++	-	+/?
Nailsea	+	++	+	+/-	+	++/-	+	++	++	++	++	-	++	+/-	-	++/-
Portishead	+	++	+/-	+/?	++	++/-	+	++	++	++	0	+/-	++	++	-	++/-
East of WSM	++	+	-/?	+/-	+	++/-	++	++	+	++	++	+	++	0	0	+/?

**Chapter 4** Sustainability Appraisal Findings for the Policy Options

Places	SA 1.1	SA 1.2	SA 1.3	SA 1.4	SA 1.5	SA 2.1	SA 2.2	SA 2.3	SA 2.4	SA 2.5	SA 3.1	SA 3.2	SA 3.3	SA 3.4	SA 3.5	SA 3.6
South West Bristol	++	++	+	+/-	-	++/-	++	++	++	++	+/-	++	+/?	--	0	0/?

**3. Transport Corridors**

Places	SA 1.1	SA 1.2	SA 1.3	SA 1.4	SA 1.5	SA 2.1	SA 2.2	SA 2.3	SA 2.4	SA 2.5	SA 3.1	SA 3.2	SA 3.3	SA 3.4	SA 3.5	SA 3.6
Nailsea	+	++	+	+/-	-	++/-	+	++	++	++	++	-	++	+/-	-	-
Portishead	+	++	+/-	+/?	+/-	+/-	+	++	++	++	0	+/-	++	+/-	-	0
Backwell	+	+/-	+/-	-/?	-	++/-	+	++	++	++	++	++	++	+/-	--	-
Easton-in-Gor	0	+/-	+/-	-	+/-	++/-	++	++/-	+	+	+/-	++	+	-	0	+
Flax Bourton	+	?/+	+/-	--	-	+/-	+	+/-	+	+	0	++	+/-	+	-	+
Long Ashton	++	+/-	+/-	-/?	++	++/-	+	+/-	+/-	+	0	++	+	--	--	-
Yatton	0	+/-	++	-/?	+/-	+/-	+	+/?	0	+	++	-	++	+/-	-	--/+
Abbots Leigh	-	?	+/-	--	-	+/-	+	+/-	0	+	0	++	+	--	+	/?

## Chapter 4 Sustainability Appraisal Findings for the Policy Options

Places	SA 1.1	SA 1.2	SA 1.3	SA 1.4	SA 1.5	SA 2.1	SA 2.2	SA 2.3	SA 2.4	SA 2.5	SA 3.1	SA 3.2	SA 3.3	SA 3.4	SA 3.5	SA 3.6
East of WSM	++	++	-/?	+/-	+	++/-	++	++	++	++	++	+	++	0	0	+/?
South West Bristol	++	++	+	+/-	-	++/-	++	++	+	++	+/-	++	+/?	--	0	0

### 4. Greater Dispersal

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	+	++	+/-	+/?	++	+/-	+	++	++	++	0	+/-	++	++	-	++/-
Backwell	+	+/-	+/-	-/?	-	+/-	+	++	0	++	++	++	++	+/-	--	-
Banwell	++	-/?	-	-/?	++	+/-	++	+	0	+	++	+	-	--	+	0/?
Claverham	-	-/?	+	--	++	+/-	+	--	0	+	++	++	-	-	0	--/+
Churchill / Lower Langford	0	-/?	-	--	+	+/-	+	+/-	0	+	++	++	+	+/-	--	+

**Chapter 4** Sustainability Appraisal Findings for the Policy Options

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
Congresbury	-	-/?	+/-	-/?	+	+/-	+	+/-	0	+	++	+/-	+	-	-	--/+
Dundry	++	-/?	--	-/?	++	+/-	+	--	0	+/-	0	++	--	--	+	-
Easton-in-Gordano	0	+/-	+/-	-	+/-	+/-	++	+++/-	0	+	+/-	++	+	-	0	+
Flax Bourton	+	?/+	+/-	--	-	+/-	+	+/-	0	+	0	++	+/-	+	-	+
Long Ashton	++	+/-	+/-	-/?	++	+/-	+	+/-	+/-	+	0	++	+	--	--	0
Sandford	0	-/?	-	-/?	++	+/-	+	+/-	0	+	++	++	-	+/-	0	0/?
Winscombe	-	--	+/-	--	++	+/-	+	+	0	+	+	++	+/-	--	0	+/?
Wrington	0	-/?	-	-/?	+	+/-	+	+/-	0	+	++	+/-	-	-	--	+/?
Yatton	0	+/-	++	-/?	+/-	+/-	+	+/?	0	+	++	-	++	+/-	-	--/+
Abbots Leigh	-	+/-	+/-	--	-	+/-	+	?	0	+	0	++	-	--	+	0/?
Failand	-	--	+/-	-	++	+/-	+	--	0	+/-	0	++	-	-	0	0
Portbury	+	+/-	+/-	--	++	+/-	+	--	0	+	+/-	++	--	+	+	0/?
Tickenham	+	--	+/-	-/?	+/-	+/-	+	--	0	+	0	-	-	-	+	-
Locking	++	-/?	/+	-/?	+/-	+/-	+	+/-	0	+	+/-	-	-	--	+	+

**Chapter 4** Sustainability Appraisal Findings for the Policy Options

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
Hutton	++	-	+/-	-/?	+/-	+/-	+	+/-	0	+	0	+/-	-	-	-	+
Bleadon	+	--	+/-	-/?	+/-	+/-	+	--	0	+	0	+/-	+/-	-	0	-
East of WSM	++	+	-/?	+/-	+	++/-	++	++	+	++	++	+	++	0	0	+/?
North of Churchill	0	-/?	-	-/?	-	++/-	+	--	+	+	++	++	-	0	0	+
South West Bristol	++	+/-	+	+/-	-	++/-	++	++	+	++	+/-	++	+/?	--	0	0/?

## Assessment of each approach under the sustainability objectives

### SA Objective 1.1

- Ensure a range of job opportunities are easily accessible without having to use a car.

#### 1. 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 distance away from key centres of employment. This approach does not include places close to Bristol where there is a wide range of employment.

#### 2. Urban Focus

- All the places in this option are judged as having good or very good access top job opportunities.

#### 3. 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, Easton-in-Gordano and Yatton, which do not have the range of jobs found at Weston and Bristol.

## 4. Greater Dispersal

- While most places are judged to have good or very good access, a significant proportion of the rest have poor or limited access to job opportunities. The smaller places in this approach do not offer the range of job opportunities likely to reduce reliance on commuting.

## SA Objective 1.2

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

### 1. Retain Green Belt

- 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.

### 2. Urban Focus

- This approach places development at the main towns where there is strong potential for future employment demand. Very large-scale 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.

### 3. Transport Corridors

- 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 large-scale 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.

### 4. Greater Dispersal

- 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.

## SA Objective 1.3

- Provides opportunities to improve economic wellbeing and reduce inequalities.

### 1. Retain Green Belt

- 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.



## 2. Urban Focus

- 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.

## 3. Transport Corridors

- 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 large-scale development at East of W-s-M, where it is difficult to assess, as currently there are few opportunities.

## 4. Greater Dispersal

- 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.

## SA 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.

### 1. Retain Green Belt

- Growth at Weston and Nailsea can help support urban regeneration on brownfield sites, but locations and scale of development elsewhere does not. Three places have been identified as containing Best and Most Versatile Agricultural Land Quality.

### 2. Urban Focus

- Growth close Weston and Bristol could help support regeneration of brownfield sites. But development in these locations would also include some greenfield sites. However, these sites have not identified as having a high probability of being Best and Most Versatile agricultural quality.

### 3. Transport Corridors

- Growth at Portishead and Nailsea could help to generate brownfield sites, but growth in these locations would include some greenfield sites. but these are not identified as having a high probability of being best and most versatile agricultural quality. Two places in this approach do contain land identified as BMV.

### 4. Greater Dispersal

- The dispersed nature of this approach has the least potential for supporting regeneration as most growth would be in locations remote from urban areas. This approach includes greenfield site locations and 6 of these are identified as Best and Most Versatile Agricultural Land Quality.

## SA Objective 1.5

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

### 1. Retain Green Belt

- 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 North of Churchill.

### 2. Urban Focus

- 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.

### 3. Transport Corridors

- 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.

## 4. Greater Dispersal

- 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 large-scale 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.

## SA Objective 2.1

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

### 1. Retain Green Belt

- 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.

### 2. Urban Focus

- The large and very large-scale development scales proposed under these locations may pose issues with deliverability.

### 3. Transport Corridors

- The large and very large-scale development scales proposed under these locations may pose issues with deliverability.

### 4. Greater Dispersal

- 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.

## SA Objective 2.2

- Deliver affordable or specialist housing where it is most needed

### 1. Retain Green Belt

- 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.

### 2. Urban Focus

- This approach with development concentrated at Weston and SW Bristol is most likely to provide affordable housing where it is most needed.

### 3. Transport Corridors

- 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.

## 4. Greater Dispersal

- 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.

## SA Objective 2.3

- Achieve reasonable access to a wide range of community, educational, town centre and healthcare facilities.

### 1. Retain Green Belt

- Most places in this approach have reasonable access, but a minority of places are judged to have limited access to a wide range of facilities and services. North of Churchill does not perform well as currently would not achieve good access.

### 2. Urban Focus

- This approach performs strongly because most of the growth is at Weston and Bristol with good access to a wide range of community, educational, town centre and healthcare facilities.

### 3. Transport Corridors

- This approach performs strongly because most of the growth is at the towns and SW Bristol and E of WsM are likely to provide good access to a wide range of community, educational, town centre and healthcare facilities.

## 4. Greater Dispersal

- This approach has mixed results, with over half of the places not achieving good access to services and facilities, but significant development at East of WsM and SW Bristol are likely to achieve good access. North of Churchill does not perform well as currently would not achieve good access.

## SA Objective 2.4

- Enhancing community cohesion and community facilities provision.

### 1. Retain Green Belt

- However, many places within this approach have a neutral score as the small scale of development that may be achievable wouldn't be enough to create new facilities.

### 2. Urban Focus

- All places in this approach, given the scale of development envisaged score positively.

### 3. Transport Corridors

- Most places in this approach with the large scale of development envisaged score positively. However, Long Ashton, Yatton and Abbots Legh are unlikely to have the same potential to enhance provision.

### 4. Greater Dispersal

- Most places within this approach with small scale of development that may be achievable have a neutral score. But this approach does also contain

places where a larger quantum of development is proposed, and these perform well.

## SA Objective 2.5

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

### 1. Retain Green Belt

- 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 paths and cultural activities.

### 2. Urban Focus

- 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.

### 3. Transport Corridors

- 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.



## 4. Greater Dispersal

- 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.

## SA Objective 3.1

- Supports decentralised renewable energy generation - (assessed just for wind or solar and heat networks) RERAS study 2021

### 1. Retain Green Belt

- 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.

### 2. Urban Focus

- This approach with large scale development indicates a greater potential to support heat network development.

### 3. Transport Corridors

- 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.

## 4. Greater Dispersal

- 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.

## SA 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

### 1. Retain Green Belt

- There are more places in this approach which are more susceptible to flood risk, based on the Flood Zones within or near to their location. However, North of Churchill and East of W-s-M are not identified as of high flood risk.

### 2. Urban Focus

- The very large-scale development proposed at SW Bristol makes this Approach preferable in terms of flood risk as most of the land here is identified as Flood Zone 1.

### 3. Transport Corridors

- The very large-scale development proposed at SW Bristol makes this Approach preferable in terms of flood risk as most of the land here is identified as Flood Zone 1. However, large development is proposed for Nailsea, which contains land in the higher flood risk zones.

## 4. Greater Dispersal

- There are more places in this approach, which are more susceptible to flood risk, based on the FZ within or near to their location. However, East of W-s-M, North of Churchill and SW Bristol are all identified as having lower flood risk potential.

## SA Objective 3.3

- Reduce the need to travel by car.

### 1. Retain Green Belt

- Whilst the existing towns in this approach provide opportunities to reduce the need to travel by car, there are also many places which do not have the necessary public transport/ active travel required. North of Churchill is currently not well connected to existing travel corridors providing suitable approaches.

### 2. Urban Focus

- This approach with development concentrated at existing towns and close to Weston and Bristol has a good potential to reduce the need to travel by car.

### 3. Transport Corridors

- This approach with development concentrated at existing towns and close to Weston and Bristol has a good potential to reduce the need to travel by car. Places which are on travel corridors (Abbots Leigh and Flax Bourton) suggest that car use is likely to be one of the travel modes used. However, this would only account for a small percentage of the overall planned development.

## 4. Greater Dispersal

- There are more places in this approach which do not have the necessary public transport provision to reduce the need to travel by car. North of Churchill is currently not well connected to existing travel corridors providing suitable approaches.

## SA Objective 3.4

- Minimise impact on and where appropriate enhance treasured landscape/ townscape such as the Mendip Hills AONB.

### 1. Retain Green Belt

- 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

### 2. Urban Focus

- 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.

### 3. Transport Corridors

- 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.

## 4. Greater Dispersal

- 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.

## SA Objective 3.5

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

### 1. Retain Green Belt

- 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.

### 2. Urban Focus

- 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.

### 3. Transport Corridors

- 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.

## 4. Greater Dispersal

- 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.

## SA Objective 3.6

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

### 1. Retain Green Belt

- Some places within this approach have relatively higher potential for adverse impact regarding ecological and/or geological designations. However, most of the places within this approach have low potential for adverse impact.

### 2. Urban Focus

- This approach appears to have the least potential for adverse impact. This is largely because in some places there is significant inclusion of brownfield development and most of the bio/geodiversity is associated with greenfield locations outside of the urban areas. This results in positive performance reflecting relatively good potential for avoiding adverse impacts.

### 3. Transport Corridors

- This approach has more potential for adverse impact, particularly reflecting larger scale development (and not just brownfield) at Nailsea and

Backwell, with the potential for greater impact on bats and designated sites.

## **4. Greater Dispersal**

- Some places within this approach have relatively high potential for adverse impact regarding ecological/ geological designations. A number of places also had neutral or slight negative scores reflecting likelihood of potential impact taking account of scale of development and designated sites.

## Chapter 5

# Sustainability Appraisal Findings for the Site Options

**5.1** In order to meet the District's projected housing and employment needs over the plan period, the Council has identified a number of site options which could potentially be allocated for housing, mixed use or employment.

**5.2** Each of the site options has been appraised in line with the methodology set out in Chapter 2 of this report. The site assessment criteria that have been used to inform the appraisal of these site options are presented in Appendix D. Given the large number of site options appraised, the detailed proformas for each of the site options and corresponding maps are presented as a separate volume. A summary of the SA findings for the site options is presented in Tables 5.1, 5.2 and 5.3 overleaf.

**5.3** The appraisal of all sites has been undertaken using a 'policy off' approach. That is to say, mitigation which might be delivered through the policies in the Local Plan including those that allocate some of the sites has not influenced the findings presented here.



Table 5.1: Summary of likely SA effects for residential site options

Site reference	Capacity	Area (Ha)	Postcode	SA1.1	SA1.2	SA1.3	SA1.4	SA2.1	SA2.2	SA2.3	SA2.4	SA2.5	SA3.1	SA3.2	SA3.3	SA3.4	SA3.5	SA3.6
HE2010	8	0.20	BS48 3PL	+/+	+	--	0	0	++	--	0	+	0	0	+	--	--	-
HE201000	43	1.19	BS25 5QL	--/+	-	--	0	0	0	--	0	+	0	0	+	--	?	-
HE201001	34	0.94	BS40 5DL	--/0	--	--	0	0	0	--	0	+	0	0	+	--	?	-
HE201003	300	14.34	BS8 3UN	+/0	+	--/?	0	0	+	--	0	+	0	0	+	--	?	-
HE201004	160	7.70	BS8 3UL	+/+	+	--/?	0	0	+	--	0	+	0	0	+	--	?	-
HE201005	22	0.60	BS21 6RP	+/0	+	--	0	0	++	--	0	+	0	0	+	--	?	--
HE201006	11	0.27	BS48 1EL	+/0	++	++	0	0	0	++	0	++	0	0	+	?	?	-
HE201007	9	0.22	BS8 3QE	+/0	+	--/?	0	0	++	--	0	+	0	0	+	?	?	-
HE201008	174	5.79	BS23 3UP	++/0	++	-	0	0	0	++	0	++/--	0	--	+	?	?	-
HE201009	16	0.39	BS23 2BD	++/0	+	++	0	0	+	++	0	+	0	--	++	?	?	--
HE20101	40	1.29	BS40 5EJ	--/0	-	--	0	0	0	0	0	+	0	--	0	--	?	-
HE201010	84	2.80	BS40 8DW	--/0	--	--/?	0	0	++	--	0	+	0	-	0	?	?	-
HE2010100	470	15.62	BS48 3BX	+/0	+	--	0	0	0	0	0	++	0	-	++	-	?	-
HE2010101	6	0.15	BS40 7TB	--/+	--	--/?	0	0	+	--	0	+	0	0	0	--	?	-
HE2010102	68	2.28	BS23 3DF	++/0	++	++	0	0	0	++	0	++	0	--	++	?	?	-
HE2010103	42	1.17	BS23 3QY	++/0	++	++	0	0	0	++	0	++	0	-	++	?	?	-
HE2010104	400	21.67	BS48 3AF	+/0	+	--	0	0	0	0	0	++	0	-	++	--	?	-
HE2010105	80	2.94	BS25 5NL	--/+	-	--	0	0	0	0	0	++	0	0	+	--	?	-
HE2010106	49	1.36	BS20 0QH	+/0	+	--/?	0	0	0	--	0	+	0	0	++	--	?	-
HE2010107	796	39.80	BS8 3UU	+/+	+	--/?	0	0	+	--	+	+	0	0	+	--	?	-
HE2010108	61	1.70	BS49 4NR	0/+	-	--/?	0	0	0	--	0	+	0	0	+	0	?	--
HE2010109	9	0.23	BS23 3PA	++/0	++	++	0	0	0	++	0	++	0	0	++	?	?	-
HE201011	437	14.48	BS48 1TH	+/0	+	--/?	0	0	0	--	0	+	0	-	++	--	?	-
HE2010110	70	2.38	BS8 3RA	+/0	+	-	0	0	++	--	0	+	0	0	++	?	?	--

Site reference	Capacity	Area (Ha)	Postcode	SA1.1	SA1.2	SA1.3	SA1.4	SA2.1	SA2.2	SA2.3	SA2.4	SA2.5	SA3.1	SA3.2	SA3.3	SA3.4	SA3.5	SA3.6
HE2010111	259	13.24	BS29 6AN	++/--	+	--/?	0	0	++	+	0	++	0	--	++	--	0	-
HE2010112	110	3.85	BS49 4EU	0/+	-	--/?	0	0	0	0	0	++	0	0	++	--	-	--
HE2010113	55	1.54	BS24 9QA	++/0	+	--/?	0	0	0	0	0	+	0	0	+	--	0	-
HE2010114	225	7.71	BS40 8XA	--/0	--	--/?	0	0	+	--	0	+	0	0	--	?	?	-
HE2010115	375	9.88	BS49 4DX	0/+	-	--/?	0	0	0	0	0	++	0	--	++	0	?	--
HE2010116	214	7.23	BS49 4FY	0/+	-	--/?	0	0	+	--	0	+	0	--	++	0	?	-
HE201012	23	0.63	BS25 5RF	+/0	+	--/?	0	0	+	--	0	+	0	0	+	--	0	-
HE201013	88	2.94	BS40 5JQ	--/0	--	--	0	0	0	0	0	++	0	--	+	--	-	-
HE201014	18	0.51	BS48 3DT	+/0	+	--/?	0	0	0	--	0	+	0	-	++	--	0	--
HE201015	35	0.97	BS25 5RJ	+/0	+	--	0	0	+	--	0	+	0	-	+	--	-	-
HE201016	46	1.28	BS29 6LP	++/0	+	--/?	0	0	++	--	0	+	0	0	+	?	-	-
HE201017	80	2.66	BS40 9XE	0/0	-	--/?	0	0	++	--	0	+	0	0	0	?	?	--
HE201018	265	8.82	BS40 8AE	--/+	--	--/?	0	0	++	--	0	+	0	-	+	--	?	-
HE201019	35	0.98	BS41 8LJ	--/+	--	--/?	0	0	++	--	0	+	0	0	+	-	?	-
HE20102	20	0.30	BS40 5EJ	--/0	--	--	0	0	0	0	0	+	0	--	0	--	?	-
HE201020	332	21.90	BS41 8LR	--/0	--	--/?	0	0	++	--	0	+	0	0	+	--	?	-
HE201021	185	6.18	BS24 0PS	++/0	+	--/?	0	0	++	--	0	+	0	-	+	--	-	-
HE201022	102	3.40	BS25 5PF	--/0	+	--	0	0	+	--	0	+	0	0	+	--	-	-
HE201023	216	7.19	BS40 5ER	--/0	--	--/?	0	0	0	--	0	+	0	0	0	?	?	-
HE201024	345	17.27	BS49 5EY	--/0	--	--/?	0	0	0	0	0	+	0	0	+	--	-	-
HE201025	101	3.36	BS24 8BY	++/0	+	--/?	0	0	0	0	0	++	0	--	+	--	-	-
HE201026	60	1.77	BS49 4FX	0/+	-	--	0	0	+	--	0	+	0	0	++	0	--	-
HE201028	64	2.12	BS40 7YE	--/0	--	--/?	0	0	+	--	0	+	0	-	+	--	?	-
HE201029	179	5.97	BS49 5DP	--/+	--	--/?	0	0	0	0	0	++	0	--	+	-	-	-
HE201030	81	2.69	BS24 9JR	++/0	+	--/?	0	0	+	0	0	+	0	0	+	--	0	-
HE201031	220	7.87	BS8 3PU	++/+	+	--/?	0	0	++	--	0	+	0	0	+	?	?	--
HE201033	33	0.91	BS48 3QR	0/?	-	--	0	0	+	--	0	+	0	0	+	?	?	-

Site reference	Capacity	Area (Ha)	Postcode	SA1.1	SA1.2	SA1.3	SA1.4	SA2.1	SA2.2	SA2.3	SA2.4	SA2.5	SA3.1	SA3.2	SA3.3	SA3.4	SA3.5	SA3.6
HE201034	84	2.79	BS29 6DL	++/0	+	--/?	0	0	++	--	0	+	0	0	+	?	-	-
HE201035	69	2.31	BS25 5PJ	--/+	--	--	0	0	0	--	0	+	0	0	+	--	--	-
HE201036	888	45.08	BS20 7RD	+/0	+	--/?	0	0	+	++	+	+	0	--	+	--	-	-
HE201037	104	4.27	BS24 8RL	++/0	+	--/?	0	0	0	--	0	+	0	--	++	--	0	-
HE201038	150	5.82	BS40 5BW	--/0	--	--	0	0	0	--	0	+	0	--	+	?	?	-
HE201039	14	0.36	BS40 7DR	--/0	--	-	0	0	+	--	0	+	0	-	+	--	?	-
HE201040	457	22.86	BS24 8PL	++/+	+	--/?	0	0	0	--	0	++/--	0	-	+	--	-	-
HE201041	18	0.51	BS40 9UU	--/0	--	--/?	0	0	++	--	0	+	0	0	+	?	?	-
HE201042	18	0.51	BS48 3DT	+/0	++	--/?	0	0	0	--	0	+	0	-	++	--	0	--
HE201043	70	2.33	BS40 8DW	--/0	--	--/?	0	0	++	--	0	+	0	-	0	?	?	-
HE201044	85	4.62	BS22 6BW	++/0	++	++	0	0	+	+	0	++/--	0	--	++	?	?	-
HE201045	37	1.03	BS40 9XG	--/0	--	--/?	0	0	++	--	0	+	0	0	+	-	?	--
HE201046	40	1.12	BS21 6QZ	+/0	+	--	0	0	++	--	0	+	0	-	+	--	?	--
HE201048	86	2.87	BS48 1LZ	0/0	-	--/?	0	0	+	--	0	+	0	0	+	?	?	-
HE201049	325	16.23	BS24 6RQ	++/0	+	--/?	0	0	++	--	0	+	0	--	+	?	?	-
HE201050	44	1.21	BS29 6HU	++/0	+	--	0	0	++	--	0	+	0	-	+	--	-	-
HE201051	68	1.90	BS20 8PG	+/0	+	--	0	0	++	--	0	+	0	-	+	-	?	--
HE201052	2	0.04	BS23 2EF	++/0	+	++	0	0	+	++	0	+	0	0	+	?	?	--
HE201053	8	0.19	BS23 3PE	++/+	+	++	0	0	+	++	0	++	0	--	++	?	?	-
HE201055	215	10.74	BS29 6PG	+/0	+	-	0	0	0	0	0	+	0	-	+	--	-	--
HE201056	58	1.61	BS29 6EF	++/0	+	-	0	0	0	0	0	+	0	-	+	--	--	-
HE201057	165	5.50	BS29 6EH	+/0	+	--/?	0	0	0	0	0	+	0	--	0	?	?	-
HE201058	167	5.55	BS24 8FL	++/0	++	++	0	0	++	++	0	+/--	0	--	++	0	?	-
HE201059	1145	75.43	BS48 3AL	+/0	+	--/?	0	0	++	--	+	+	0	0	+	?	-	-
HE20106	52	1.44	BS49 5DZ	--/0	--	++	0	0	0	0	0	++	0	0	+	?	--	-
HE201060	71	2.37	BS24 0AD	++/0	+	--/?	0	0	++	--	0	+	0	0	0	--	?	-
HE201061	90	3.00	BS48 3LY	+/0	+	--/?	0	0	0	0	0	++	0	-	++	0	-	-

Site reference	Capacity	Area (Ha)	Postcode	SA1.1	SA1.2	SA1.3	SA1.4	SA2.1	SA2.2	SA2.3	SA2.4	SA2.5	SA3.1	SA3.2	SA3.3	SA3.4	SA3.5	SA3.6
HE201062	16	0.39	BS20 7RT	+/0	+	--	0	0	++	--	0	+	0	0	+	?	?	-
HE201065	35	0.98	BS20 0HE	+/0	+	--	0	0	0	0	0	+/--	0	0	++	--	?	-
HE201067	87	2.89	BS24 8DQ	++/0	+	--/?	0	0	0	0	0	++/--	0	0	+	--	0	-
HE201068	134	4.47	BS48 3JX	+/0	++	--	0	0	0	0	0	+	0	-	++	0	-	--
HE201071	66	2.21	BS48 1TL	+/0	++	--/?	0	0	0	--	0	+	0	-	++	--	0	--
HE201072	204	6.80	BS49 4PS	0/+	-	--	0	0	0	--	0	+	0	-	+	--	-	--
HE201073	124	4.13	BS48 1NE	+/0	+	--	0	0	++	--	0	+	0	-	+	?	?	-
HE201074	72	2.41	BS40 5EJ	--/0	-	--	0	0	0	0	0	+	0	--	+	-	0	-
HE201075	17	0.47	BS29 6AJ	++/+	+	-	0	0	0	0	0	+	0	-	+	--	--	-
HE201076	62	1.73	BS49 4LU	0/+	-	--	0	0	0	--	0	+	0	-	+	--	-	--
HE201077	67	1.87	BS49 5AN	--/0	--	--	0	0	0	--	0	+	0	0	+	--	-	--
HE201078	107	3.58	BS48 4RR	+/0	+	--	0	0	+	--	0	+	0	-	++	--	?	-
HE201080	71	1.98	BS48 4NP	+/0	+	--/?	0	0	+	--	0	+	0	-	++	--	-	--
HE201081	401	20.07	BS40 5TN	--/0	--	--/?	0	0	++	--	0	+	0	0	+	?	?	-
HE201082	277	13.87	BS40 5RP	--/0	--	--/?	0	0	++	--	0	+	0	0	+	?	?	-
HE201083	222	11.11	BS40 5EZ	--/0	--	-	0	0	0	--	0	+	0	0	+	?	?	-
HE201086	863	43.17	BS29 6JA	++/0	+	--/?	0	0	++	--	+	+	0	0	+	--	-	-
HE201087	125	5.52	BS48 3PD	+/0	++	--	0	0	++	0	0	+	0	-	++	--	?	-
HE201088	1000	45.84	BS24 6UZ	++/0	+	--/?	0	0	0	--	+	+	0	--	++	?	?	-
HE201089	150	8.67	BS20 7TA	+/0	+	--/?	0	0	+	++	0	++	0	--	+	0	?	-
HE201090	963	48.15	BS20 0LD	+/0	++	--	0	0	0	0	+	++	0	0	++	--	?	-
HE201092	16	0.44	BS20 0PH	0/0	0	--	0	0	0	--	0	+	0	0	++	0	?	-
HE201093	131	4.38	BS25 5QW	--/+	--	--	0	0	0	--	0	+	0	0	+	--	--	-
HE201094	20	2.26	BS24 9DJ	++/0	+	--/?	0	0	++	0	0	+	0	--	+	--	0	-
HE201095	26	0.71	BS40 5EH		-	--	0	0	0	0	0	+	0	--	0	-	?	-
HE201096	64	1.79	BS40 5EH	--/0	-	--/?	0	0	0	0	0	+	0	--	0	--	?	-
HE201097	150	8.97	BS20 0HU	+/0	+	--/?	0	0	++	0	0	+	0	0	++	--	?	-

Site reference	Capacity	Area (Ha)	Postcode	SA1.1	SA1.2	SA1.3	SA1.4	SA2.1	SA2.2	SA2.3	SA2.4	SA2.5	SA3.1	SA3.2	SA3.3	SA3.4	SA3.5	SA3.6
HE201098	2003	188.47	BS20 0HL	+/0	+	--	0	0	++	0	++	++/--	0	0	++	?	?	--
HE201099	400	11.57	BS29 6JA	++/0	+	--/?	0	0	++	--	0	+	0	0	+	--	?	-
HE2011	59	1.64	BS48 3PH	+/0	+	--/?	0	0	++	--	0	+	0	-	++	-	-	-
HE20110	5711	290.36	BS13 8AF	++/0	+	--/?	0	0	0	--	++	++/--	0	0	++	?	--	-
HE2012	71	2.35	BS49 4BR	0/+	-	--	0	0	+	--	0	+	0	0	++	0	0	--
HE20120	64	2.13	BS25 1NE	--/0	--	--	0	0	0	0	0	+	0	-	+	--	0	-
HE20121	39	1.07	BS25 1NE	--/0	--	--	0	0	0	0	0	+	0	-	+	--	0	-
HE20122	207	10.36	BS25 5AQ	--/0	-	--	0	0	0	0	0	++	0	0	+	--	-	-
HE20124	257	8.58	BS20 8PL	+/0	+	--/?	0	0	0	--	0	+/-	0	-	+	--	-	--
HE20125	3502	199.70	BS21 6TF	+/0	+	--/?	0	0	0	--	++	++	0	--	+	?	-	--
HE20128	169	5.63	BS24 9XH	++/0	+	--	0	0	0	0	0	+	0	0	+	--	-	-
HE20133	134	4.47	BS20 6TT	+/0	+	--/?	0	0	0	0	0	+	0	0	+	--	0	--
HE20134	18	0.51	BS20 7RA	+/0	++	--/?	0	0	0	--	0	+	0	0	+	--	-	-
HE20136	505	25.23	BS48 1JA	+/+	+	--/?	0	0	++	++	+	++	0	0	+	--	-	-
HE20138	461	25.13	BS48 3DN	0/0	-	--/?	0	0	++	--	0	+	0	-	+	?	?	-
HE20139	1005	50.27	BS41 9AX	+/0	+	--/?	0	0	0	0	+	++	0	0	+	--	--	-
HE2015	1000	54.00	BS20 0LD	+/0	++	--	0	0	0	0	+	++	0	0	++	--	?	-
HE20154	790	39.50	BS49 5JY	--/0	--	--/?	0	0	0	--	+	+	0	0	+	?	?	-
HE20155	79	2.64	BS40 5QU	--/+	--	--/?	0	0	0	0	0	+	0	0	+	--	-	-
HE20156	225	12.38	BS20 6PN	+/0	+	--/?	0	0	0	++	0	+	0	--	+	--	?	-
HE20157	188	6.27	BS20 7TW	+/0	+	--/?	0	0	+	--	0	+	0	0	+	--	?	-
HE2017	63	2.09	BS40 5LP	--/+	--	--/?	0	0	0	0	0	+	0	0	+	-	-	-
HE20176	202	6.74	BS49 5AD	--/0	--	--/?	0	0	0	0	0	++	0	0	++	--	-	--
HE20177	53	1.46	BS49 5AE	--/0	--	--	0	0	0	0	0	++	0	0	+	--	-	--
HE20178	60	2.00	BS49 5BG	--/0	--	--	0	0	0	0	0	++	0	0	+	--	-	--
HE20179	119	3.98	BS49 4HS	0/+	-	--/?	0	0	0	0	0	+	0	0	++	--	0	--
HE2018	220	7.33	BS41 9LL	++/0	+	--/?	0	0	0	--	0	+	0	-	+	-	?	--

Site reference	Capacity	Area (Ha)	Postcode	SA1.1	SA1.2	SA1.3	SA1.4	SA2.1	SA2.2	SA2.3	SA2.4	SA2.5	SA3.1	SA3.2	SA3.3	SA3.4	SA3.5	SA3.6
HE20181	27	0.76	BS49 4PW	0/0	-	-	0	0	0	--	0	+	0	-	+	?	?	--
HE20187	95	3.17	BS25 1JW	+/0	+	--	0	0	+	--	0	+	0	-	+	--	-	-
HE2019	45	1.24	BS21 6LL	+/+	+	++	0	0	0	++	0	+	0	--	+	?	?	-
HE20194	47	1.31	BS29 6JN	++/0	+	--	0	0	++	--	0	+	0	-	+	--	?	--
HE20195	144	4.81	BS29 6PD	+/0	+	--	0	0	0	0	0	+	0	-	+	--	--	-
HE20196	78	2.61	BS40 5JG	--/0	--	--	0	0	0	0	0	+	0	--	+	--	-	-
HE20198	131	4.36	BS40 5LW	--/+	--	--/?	0	0	0	0	0	+	0	--	+	--	-	-
HE20200	150	6.02	BS49 4PS	0/+	-	--	0	0	0	--	0	+	0	-	+	--	?	--
HE202000	34	0.94	BS29 6LR	++/0	+	--/?	0	0	++	--	0	+	0	0	0	?	0	-
HE202001	176	5.85	BS40 5EE	--/0	-	--/?	0	0	0	--	0	++	0	0	0	--	?	-
HE202002	106	3.54	BS25 5NF	--/0	--	--/?	0	0	0	--	0	+	0	0	+	--	?	-
HE202003	238	11.90	BS20 7UF	+/0	+	--/?	0	0	+	--	0	+	0	-	+	--	?	-
HE202004	201	10.06	BS21 7AA	+/0	+	--/?	0	0	++	--	0	+	0	-	+	--	--	--
HE202005	84	2.79	BS21 7AR	+/0	+	-	0	0	++	--	0	+	0	0	0	?	?	--
HE202006	96	3.20	BS21 7AY	+/0	+	-	0	0	++	--	0	+	0	0	+	?	?	--
HE202007	10	0.25	BS22 9NZ	++/0	+	--/?	0	0	++	0	0	+	0	--	+	--	0	-
HE202008	23	0.64	BS48 3BN	+/+	++	--	0	0	++	0	0	+	0	-	++	-	-	--
HE202009	120	4.46	BS20 0FE	0/0	0	--/?	0	0	0	--	0	++	0	0	++	0	?	-
HE202010	297	14.87	BS49 5DS	--/+	--	--/?	0	0	0	0	0	++	0	0	+	-	-	--
HE202011	50	1.38	BS49 5HB	--/+	--	--/?	0	0	0	0	0	+	0	0	+	--	-	-
HE202012	922	46.11	BS48 3AF	+/0	+	--	0	0	0	0	+	++	0	-	++	--	-	-
HE202013	30	0.70	BS24 8BD	++/0	+	--/?	0	0	0	0	0	++	0	0	+	--	?	-
HE202014	5	0.12	BS21 6RB	+/0	+	--	0	0	++	--	0	+	0	-	+	--	?	-
HE202015	39	1.08	BS29 6EF	++/0	+	-	0	0	0	0	0	+	0	--	0	?	?	-
HE20208	338	16.92	BS21 5HS	+/0	+	--/?	0	0	0	--	0	+/--	0	--	+	--	-	-
HE2021	279	13.93	BS41 9LB	+/0	+	--/?	0	0	0	0	0	+	0	0	+	--	--	-
HE20212	413	20.66	BS48 3JB	+/0	++	--	0	0	0	0	0	+	0	-	++	--	-	-

Site reference	Capacity	Area (Ha)	Postcode	SA1.1	SA1.2	SA1.3	SA1.4	SA2.1	SA2.2	SA2.3	SA2.4	SA2.5	SA3.1	SA3.2	SA3.3	SA3.4	SA3.5	SA3.6
HE20213	80	2.67	BS48 3JH	+/0	++	--/?	0	0	++	0	0	+	0	-	++	--	-	-
HE20214	95	3.15	BS48 3JQ	+/0	++	--/?	0	0	++	0	0	+	0	-	++	--	--	-
HE20218	65	1.80	BS20 0QD	0/0	0	--	0	0	0	--	0	+	0	0	++	?	?	-
HE20219	243	12.14	BS20 0QD	0/0	-	--/?	0	0	0	--	0	+	0	0	++	?	?	-
HE20220	141	4.71	BS20 0NE	0/0	-	--	0	0	+	--	0	+	0	0	+	--	?	-
HE20222	723	36.14	BS20 7UB	+/0	+	--/?	0	0	+	++	+	++/--	0	--	+	0	-	-
HE20223	513	28.35	BS20 7TA	+/0	+	--	0	0	++	++	+	+/--	0	0	+	--	--	-
HE20225	74	2.46	BS48 1BU	+/0	+	--/?	0	0	0	++	0	+	0	0	+	--	-	--
HE20226	89	2.95	BS48 2NN	+/0	+	++	0	0	0	++	0	++	0	0	+	?	?	-
HE2023	104	3.45	BS40 5EH	--/0	-	--/?	0	0	0	0	0	++	0	--	+	-	0	-
HE20231	24	0.68	BS48 1JN	0/0	-	++	0	0	0	0	0	++	0	--	++	?	--	--
HE20232	62	1.71	BS49 4FR	+/+	+	--/?	0	0	++	--	0	+	0	--	+	0	?	-
HE20237	84	2.79	BS21 6XR	++/0	+	--/?	0	0	0	--	0	+	0	0	+	--	0	-
HE2024	30	0.82	BS24 0QF	++/0	+	--	0	0	++	--	0	+	0	0	+	--	-	-
HE20245	534	26.70	BS24 8PG	++/0	+	--	0	0	+	--	+	+	0	--	+	--	?	-
HE20252	140	4.68	BS22 9YT	+/0	+	--	0	0	+	--	0	+	0	-	+	--	-	-
HE20253	21	0.59	BS25 5AJ	+/--	+	--	0	0	+	--	0	+	0	0	+	--	-	-
HE2026	39	1.09	BS21 5LD	+/0	+	++	0	0	0	--	0	+	0	--	+	?	?	-
HE20265	39	0.14	BS25 5AJ	+/--	+	--/?	0	0	++	--	0	+	0	--	+	?	?	--
HE2027	493	24.66	BS22 9NX	++/0	+	--/?	0	0	+	0	0	+	0	--	+	--	-	-
HE20273	359	17.96	BS21 6TS	+/0	+	--/?	0	0	0	--	0	+/--	0	0	+	?	-	--
HE20274	47	1.31	BS48 2XG	0/+	-	--/?	0	0	++	--	0	+	0	0	0	?	?	-
HE20275	10	0.52	BS48 3RY	0/0	-	--/?	0	0	++	--	0	+	0	0	0	?	?	-
HE20276	176	5.85	BS41 9EB	+/0	+	--/?	0	0	0	0	0	+	0	0	+	?	-	-
HE20277	36	1.01	BS41 9BJ	+/0	+	--/?	0	0	0	0	0	+	0	0	+	--	--	-
HE20278	107	3.57	BS48 1UL	0/0	-	--	0	0	++	--	0	+	0	0	+	?	?	-
HE20279	120	3.99	BS48 1US	0/0	-	--	0	0	++	--	0	+	0	0	+	?	?	-

Site reference	Capacity	Area (Ha)	Postcode	SA1.1	SA1.2	SA1.3	SA1.4	SA2.1	SA2.2	SA2.3	SA2.4	SA2.5	SA3.1	SA3.2	SA3.3	SA3.4	SA3.5	SA3.6
HE2028	450	21.36	BS8 3UR	+/+	+	--/?	0	0	+	--	0	+	0	0	+	--	?	-
HE20280	220	10.99	BS48 1UG	0/0	-	--	0	0	++	--	0	+	0	0	+	-	?	-
HE20281	220	4.40	BS41 8NA	--/0	--	--/?	0	0	++	--	0	+	0	0	+	?	?	-
HE20282	132	0.24	BS41 8NF	--/+	--	--/?	0	0	++	--	0	+	0	0	+	?	?	-
HE20283	70	1.76	BS41 8LJ	--/+	--	--/?	0	0	++	--	0	+	0	0	+	--	?	-
HE20286	97	2.70	BS13 8EN	+/+	+	--/?	0	0	++	--	0	+	0	0	+	?	0	-
HE20287	207	10.36	BS3 2QB	++/+	+	--/?	0	0	++	--	0	+	0	-	++	?	0	-
HE20288	54	1.36	BS41 9LN	+/0	+	--/?	0	0	0	--	0	+	0	-	+	0	-	-
HE20292	86	2.85	BS20 6PN	+/0	+	--/?	0	0	0	--	0	+	0	-	+	--	0	-
HE203	305	15.24	BS49 4EH	+/+	+	--/?	0	0	0	0	0	++	0	--	++	-	-	--
HE20303	208	6.92	BS49 5EZ	--/+	--	--	0	0	0	0	0	+	0	0	+	--	-	-
HE20304	45	1.24	BS49 5JJ	--/0	--	--	0	0	0	0	0	+	0	0	+	--	0	-
HE20305	91	3.03	BS49 5JJ	--/0	--	--	0	0	0	0	0	+	0	0	+	--	-	-
HE20306	114	3.79	BS49 5EX	--/0	--	--/?	0	0	0	0	0	+	0	0	+	--	-	-
HE20307	171	5.69	BS49 5HJ	--/+	--	--	0	0	0	0	0	++	0	0	+	--	-	--
HE20308	50	1.38	BS49 5DU	--/0	--	--/?	0	0	0	0	0	++/--	0	-	+	--	--	--
HE20309	23	0.64	BS49 5BY	--/0	--	--/?	0	0	0	0	0	++	0	0	+	0	0	--
HE2031	15	0.41	BS21 7LU	+/+	+	++	0	0	0	++	0	++	0	--	+	?	?	-
HE20310	15	0.54	BS49 5DN	--/0	--	--/?	0	0	0	0	0	++	0	--	+	0	0	-
HE20318	7	0.17	BS48 1JB	+/0	+	++	0	0	0	++	0	++	0	0	+	?	?	-
HE2032	328	16.38	BS24 8PJ	++/--	++	--/?	0	0	0	0	0	++	0	0	++	--	-	-
HE20321	130	4.86	BS41 9DA	+/0	+	--/?	0	0	0	0	0	++	0	0	+	--	?	-
HE20328	104	3.46	BS21 7AE	+/0	+	--/?	0	0	0	--	0	+	0	-	+	--	0	--
HE20329	31	0.87	BS21 6RA	+/0	+	--	0	0	++	--	0	+	0	-	+	--	?	--
HE2033	236	7.88	BS40 5RR	--/0	--	--/?	0	0	0	0	0	+	0	0	+	--	-	-
HE20330	7	0.18	BS21 7AP	+/0	+	--/?	0	0	++	--	0	+	0	-	+	--	?	--
HE20331	92	3.05	BS40 5GF	--/0	--	-	0	0	++	0	0	+	0	0	0	?	?	--



Site reference	Capacity	Area (Ha)	Postcode	SA1.1	SA1.2	SA1.3	SA1.4	SA2.1	SA2.2	SA2.3	SA2.4	SA2.5	SA3.1	SA3.2	SA3.3	SA3.4	SA3.5	SA3.6
HE20333	83	2.76	BS25 1EZ	+/0	+	--	0	0	0	0	0	++/--	0	-	+	--	0	-
HE20337	13	0.32	BS20 7TY	0/0	-	--	0	0	+	--	0	+	0	0	+	--	?	-
HE2034	70	2.34	BS25 5RQ	+/0	+	--/?	0	0	+	--	0	+	0	0	+	--	0	-
HE20344	82	2.73	BS25 5PS	+/0	++	--/?	0	0	+	--	0	+	0	0	+	--	-	-
HE2035	70	1.94	BS24 9JP	++/0	+	--/?	0	0	+	--	0	+	0	0	+	--	0	--
HE20354	77	2.57	BS22 9LH	++/0	+	--	0	0	+	--	0	+	0	0	+	--	-	-
HE20357	31	0.86	BS24 0NW	++/0	+	-	0	0	++	--	0	+	0	0	+	--	-	-
HE20358	85	2.82	BS29 6HQ	++/0	+	--	0	0	0	--	0	+	0	-	+	--	0	-
HE2036	285	9.51	BS21 6UW	+/0	+	--/?	0	0	++	--	0	+	0	--	+	?	-	-
HE2037	28	0.77	BS24 8EA	++/0	+	--/?	0	0	0	0	0	++	0	--	+	--	0	-
HE20375	99	3.31	BS49 5DB	--/0	--	--	0	0	0	0	0	+	0	0	+	0	-	--
HE2038	15	0.43	BS48 2LL	+/+	++	++	0	0	0	++	0	++	0	-	++	?	?	-
HE2039	62	2.08	BS29 6LE	++/0	+	--/?	0	0	++	--	0	+	0	--	++	--	-	-
HE20409	181	6.02	BS24 7AN	++/0	+	--/?	0	0	0	0	0	+	0	0	+	--	?	-
HE20419	30	0.83	BS23 1AY	++/0	+	++	0	0	0	++	0	++	0	--	++	?	?	--
HE2042	44	1.23	BS49 5AN	--/0	--	--/?	0	0	0	--	0	+	0	0	+	--	0	--
HE20425	16	0.45	BS49 4AS	0/0	-	--	0	0	+	--	0	+	0	0	++	0	-	-
HE2043	40	1.40	BS41 9BJ	+/0	+	--	0	0	0	0	0	++	0	0	+	--	--	-
HE20433	50	6.79	BS24 9AX	++/0	+	++	0	0	0	++	0	++	0	--	++	?	?	-
HE20437	260	13.57	BS24 9BQ	++/0	+	++	0	0	++	++	0	+	0	--	+	?	?	-
HE2046	80	2.68	BS24 9UB	++/0	+	--	0	0	0	--	0	++	0	-	+	--	0	-
HE2047	115	3.82	BS41 9EB	+/0	+	--/?	0	0	0	--	0	+	0	0	+	?	-	-
HE20471	109	3.64	BS22 9LA	++/0	+	--	0	0	+	--	0	+	0	0	+	--	-	-
HE2048	98	3.25	BS41 8JU	+/0	+	-	0	0	++	--	0	+	0	0	0	?	?	-
HE20486	36	0.99	BS48 3JJ	+/0	++	--/?	0	0	0	0	0	+	0	-	++	--	--	-
HE20487	14	0.40	BS48 3SJ	--/0	--	--/?	0	0	++	--	0	+	0	0	+	?	?	-
HE20488	80	2.67	BS20 7RA	+/0	++	--/?	0	0	0	--	0	+	0	0	+	-	-	-

Site reference	Capacity	Area (Ha)	Postcode	SA1.1	SA1.2	SA1.3	SA1.4	SA2.1	SA2.2	SA2.3	SA2.4	SA2.5	SA3.1	SA3.2	SA3.3	SA3.4	SA3.5	SA3.6
HE20489	52	1.44	BS49 4ND	0/+	-	--	0	0	0	--	0	+	0	-	+	0	?	--
HE20490	70	2.33	BS49 5AF	--/0	--	--	0	0	0	0	0	++	0	0	+	0	--	--
HE20491	206	10.31	BS20 0FE	0/0	0	--/?	0	0	0	0	0	++	0	-	++	0	?	--
HE20492	400	36.82	BS48 3AF	+/0	+	--/?	0	0	0	0	0	++	0	-	++	--	?	-
HE20493	440	21.99	BS22 9TN	++/0	+	--/?	0	0	++	0	0	+	0	--	+	--	-	-
HE20494	1370	68.48	BS22 7RN	++/0	++	--/?	0	0	0	0	+	++	0	--	++	--	-	-
HE20495	119	3.95	BS22 9LA	++/0	+	--	0	0	+	--	0	+/-	0	0	+	--	-	-
HE20496	2606	154.51	BS24 6UZ	++/0	+	--/?	0	0	0	--	++	++	0	--	++	?	-	-
HE20497	317	15.86	BS22 9XU	++/0	+	--	0	0	+	--	0	+/-	0	0	+	--	?	-
HE20498	79	2.64	BS29 6LS	++/+	+	--/?	0	0	++	--	0	+	0	0	+	--	-	-
HE20499	58	1.61	BS41 9LX	++/0	+	--/?	0	0	0	--	0	+	0	-	++	?	--	-
HE20500	828	41.42	BS29 6JE	++/0	+	--/?	0	0	++	--	+	++	0	0	+	--	-	-
HE20501	51	1.41	BS48 3DT	+/0	++	--/?	0	0	0	0	0	+	0	-	++	0	0	--
HE20502	70	2.32	BS49 5AE	--/0	--	--	0	0	0	--	0	+	0	0	++	--	-	--
HE20504	454	22.69	BS48 4DA	+/0	+	--	0	0	+	--	0	+	0	-	+	--	-	--
HE20505	145	4.83	BS40 5EJ	--/0	-	--/?	0	0	0	0	0	+	0	0	0	?	?	-
HE20506	6	0.15	BS40 7TL	--/+	--	-	0	0	+	--	0	+	0	-	+	--	?	-
HE20507	13	0.32	BS40 7TL	--/+	--	-	0	0	+	--	0	+	0	-	+	--	?	-
HE20508	21	0.59	BS20 0BY	+/+	+	--	0	0	0	--	0	+	0	0	++	--	?	-
HE20509	4326	217.88	BS49 4BT	+/0	+	--/?	0	0	++	--	++	++	0	--	++	?	--	--
HE2051	60	2.18	BS24 0PW	++/0	+	--	0	0	++	--	0	+	0	0	+	--	-	-
HE20510	33	0.92	BS40 5ET	--/0	--	--/?	0	0	0	--	0	+	0	0	0	?	?	-
HE20514	250	6.39	BS23 3DE	++/0	++	++	0	0	0	++	0	++	0	0	++	?	?	-
HE2052	70	2.45	BS24 8PP	++/0	+	-	0	0	0	--	0	+	0	--	++	--	?	-
HE20529	67	1.87	BS49 4BR	0/+	-	--	0	0	+	--	0	+	0	0	++	?	-	--
HE2053	50	1.62	BS24 8FN	++/0	+	-	0	0	0	++	0	+	0	--	++	--	?	-
HE20531	44	1.21	BS49 4BP	0/0	-	++	0	0	0	--	0	+	0	--	++	?	-	--

Site reference	Capacity	Area (Ha)	Postcode	SA1.1	SA1.2	SA1.3	SA1.4	SA2.1	SA2.2	SA2.3	SA2.4	SA2.5	SA3.1	SA3.2	SA3.3	SA3.4	SA3.5	SA3.6
HE20541	39	1.09	BS48 4PH	+/0	++	++	0	0	0	--	0	+	0	-	++	?	?	-
HE20549	155	5.17	BS20 7BX	+/0	+	++	0	0	0	++	0	++	0	--	+	?	?	-
HE2055	259	12.95	BS24 6SG	+/0	+	--/?	0	0	++	--	0	+	0	--	++	?	?	--
HE20557	166	5.54	BS24 7NF	++/0	+	++	0	0	+	+	0	++/--	0	--	++	?	?	-
HE20558	239	7.95	BS48 3DZ	0/0	-	--/?	0	0	++	--	0	+	0	-	+	?	?	-
HE20561	52	1.45	BS8 3TN	+/0	+	--/?	0	0	+	--	0	+	0	0	+	--	?	-
HE20564	40	1.10	BS23 3PD	++/+	+	++	0	0	+	++	0	++	0	--	++	?	?	-
HE2057	75	2.51	BS49 4JW	0/+	-	--	0	0	0	0	0	+	0	0	++	-	--	--
HE2058	30	0.82	BS48 3BQ	+/0	+	--	0	0	++	0	0	+	0	-	++	--	-	--
HE20581	184	6.14	BS21 6YJ	+/+	++	--/?	0	0	0	--	0	++	0	--	+	--	--	-
HE20582	154	5.12	BS21 6YJ	+/+	+	--/?	0	0	0	--	0	+	0	--	+	0	--	-
HE20587	259	12.97	BS25 5QQ	+/0	++	--/?	0	0	0	--	0	+	0	0	+	--	0	-
HE20588	361	18.06	BS25 5QH	+/0	+	-	0	0	0	--	0	+	0	0	0	?	?	--
HE20589	787	39.33	BS25 5QJ	+/0	+	--/?	0	0	0	--	+	+	0	0	+	?	?	--
HE20590	106	3.54	BS40 5HY	--/0	--	--	0	0	0	0	0	+	0	--	+	--	-	-
HE20591	140	4.68	BS48 4NR	+/0	+	--	0	0	+	--	0	+	0	-	++	--	0	-
HE20592	87	2.91	BS29 6LP	++/0	+	--/?	0	0	++	--	0	+	0	0	+	?	-	-
HE20594	46	1.29	BS29 6DL	++/0	+	--/?	0	0	++	--	0	+	0	0	0	?	-	-
HE20595	861	43.07	BS48 3BD	+/0	++	--	0	0	++	0	+	++	0	-	++	--	-	--
HE20597	121	4.02	BS49 5JN	--/0	--	--/?	0	0	0	--	0	+	0	0	0	?	?	-
HE20598	360	55.01	BS40 5EZ	--/0	--	--	0	0	0	0	0	+	0	0	+	?	?	-
HE20599	286	9.53	BS13 0NS	+/+	+	-	0	0	++	--	0	+	0	0	--	?	?	-
HE206	257	8.57	BS20 0PX	0/0	0	--	0	0	0	--	0	+	0	0	++	0	?	-
HE2060	19	0.52	BS20 0QP	+/+	+	--	0	0	0	--	0	+	0	0	++	?	?	-
HE20603	266	13.32	BS29 6DS	++/0	+	--/?	0	0	++	0	0	+	0	0	+	?	-	-
HE20604	400	30.72	BS29 6JA	++/0	+	--/?	0	0	++	--	0	+	0	0	+	--	?	-
HE20607	1955	99.17	BS29 6LG	++/0	+	--/?	0	0	0	--	+	+	0	0	++	?	-	-

Site reference	Capacity	Area (Ha)	Postcode	SA1.1	SA1.2	SA1.3	SA1.4	SA2.1	SA2.2	SA2.3	SA2.4	SA2.5	SA3.1	SA3.2	SA3.3	SA3.4	SA3.5	SA3.6
HE20608	115	3.84	BS40 5EF	--/0	-	--/?	0	0	0	0	0	++	0	0	+	0	0	-
HE2061	42	1.17	BS49 5AG	--/0	--	--	0	0	0	0	0	+	0	0	+	--	-	--
HE20611	913	45.66	BS48 4NN	+/0	+	--	0	0	+	--	+	+	0	-	+	--	-	--
HE20612	465	37.05	BS48 1TL	+/0	++	--/?	0	0	0	--	0	+	0	-	++	--	-	--
HE20615	212	7.05	BS13 8AL	+/+	+	--/?	0	0	++	--	0	+	0	0	+	?	0	-
HE20616	37	1.04	BS40 5HW	--/0	--	-	0	0	0	--	0	+	0	0	+	?	?	-
HE20617	67	1.87	BS25 5PG	--/0	-	--	0	0	+	--	0	+	0	0	+	--	0	-
HE20618	22	0.62	BS40 8EF	--/+	--	--/?	0	0	++	--	0	+	0	-	+	-	?	-
HE20619	28	0.79	BS20 7UA	0/0	-	--/?	0	0	+	--	0	+	0	0	+	--	?	-
HE2062	1427	71.35	BS48 3PP	+/+	++	--	0	0	++	0	+	+/--	0	0	++	--	--	-
HE20620	15	0.38	BS49 4NT	0/+	-	--/?	0	0	0	--	0	+	0	0	+	--	?	--
HE20624	65	2.16	BS22 7SN	++/+	+	--/?	0	0	0	--	0	++	0	--	++	--	0	-
HE20626	32	0.89	BS22 9NZ	++/0	+	--/?	0	0	++	0	0	+	0	--	+	--	-	-
HE20627	4000	195.85	BS20 0HJ	+/0	+	--	0	0	++	0	++	++/--	0	0	++	?	?	--
HE20628	50	1.82	BS20 7TN	+/0	+	--/?	0	0	+	--	0	+	0	-	+	0	?	-
HE20629	18	0.49	BS40 5EB	--/0	-	--	0	0	0	0	0	++	0	0	+	--	?	-
HE2063	235	11.77	BS8 3QB	++/0	+	--/?	0	0	++	--	0	+	0	0	+	?	?	--
HE20630	30	0.84	BS49 4AS	0/0	-	--	0	0	+	--	0	+	0	-	++	0	-	-
HE20633	110	3.68	BS48 3JZ	+/0	++	--/?	0	0	0	0	0	+	0	-	++	0	-	--
HE20634	15	1.31	BS29 6HS	++/+	+	--	0	0	++	--	0	+	0	-	+	--	?	-
HE20635	2756	137.87	BS49 5JR	--/0	+	--/?	0	0	0	0	+	++	0	0	0	?	?	-
HE20637	442	22.08	BS24 8PB	++/0	+	--/?	0	0	0	--	0	++	0	0	+	--	-	-
HE2064	885	44.26	BS8 3QF	++/0	+	--/?	0	0	++	--	+	+	0	0	++	?	?	-
HE2065	9	0.23	BS48 4NJ	+/+	+	--	0	0	+	--	0	+	0	-	++	0	0	-
HE20651	110	3.42	BS49 5BJ	--/+	--	--	0	0	0	0	0	+	0	0	+	?	0	--
HE20652	210	12.59	BS24 9XN	++/0	+	--/?	0	0	0	0	0	+	0	0	+	--	?	-
HE2066	77	2.56	BS48 2AY	+/0	+	-	0	0	0	--	0	+	0	--	+	--	--	--

Site reference	Capacity	Area (Ha)	Postcode	SA1.1	SA1.2	SA1.3	SA1.4	SA2.1	SA2.2	SA2.3	SA2.4	SA2.5	SA3.1	SA3.2	SA3.3	SA3.4	SA3.5	SA3.6
HE2067	27	0.74	BS20 6RD	+/0	+	--/?	0	0	0	0	0	+	0	0	+	0	0	--
HE2068	559	27.97	BS20 6DT	+/0	++	--/?	0	0	0	0	+	+/--	0	0	+	--	0	--
HE207	204	6.80	BS24 8EN	++/0	+	--/?	0	0	0	--	0	++	0	0	+	--	0	-
HE20700	10	0.24	BS21 6ES	+/0	+	++	0	0	0	++	0	++	0	--	+	?	?	-
HE20701	40	1.10	BS21 6PJ	+/+	+	-	0	0	0	++	0	++/--	0	--	+	?	?	-
HE20702	21	0.58	BS21 5AG	+/0	+	++	0	0	0	++	0	++/--	0	--	+	?	?	-
HE20703	62	2.05	BS48 4RR	+/0	+	--	0	0	+	--	0	+	0	-	++	?	0	-
HE20704	6	0.15	BS48 2XX	+/0	+	++	0	0	0	++	0	++	0	0	++	?	?	-
HE20705	21	0.58	BS20 6BB	+/0	+	-	0	0	0	++	0	++/--	0	0	+	?	?	-
HE20706	65	2.18	BS24 7NB	++/+	+	++	0	0	+	+	0	++	0	--	++	?	?	-
HE20707	20	0.55	BS22 9TF	++/0	+	++	0	0	++	0	0	+/--	0	--	+	?	?	-
HE20708	13	0.32	BS23 3HF	++/+	++	++	0	0	0	++	0	++	0	--	++	?	?	-
HE20709	36	1.00	BS22 8SX	++/0	++	++	0	0	0	+	0	++/--	0	--	++	?	?	-
HE2071	17	0.47	BS20 7TF	+/0	+	--	0	0	+	--	0	+	0	-	+	?	?	-
HE20710	196	5.62	BS23 3NJ	++/+	+	++	0	0	0	++	0	++	0	--	++	?	?	-
HE20711	42	1.17	BS23 3SX	++/0	++	++	0	0	0	++	0	++	0	--	++	?	?	-
HE20712	23	0.63	BS23 1YE	++/0	+	++	0	0	0	++	0	++	0	0	++	?	?	-
HE20713	20	0.41	BS23 1PQ	++/0	+	++	0	0	0	++	0	++	0	--	++	?	?	-
HE20714	6	0.15	BS23 2EY	++/0	+	++	0	0	+	++	0	+	0	0	++	?	?	--
HE20715	42	1.18	BS22 9HG	++/0	+	--/?	0	0	0	+	0	+/--	0	0	++	?	?	-
HE20716	29	0.81	BS25 9AD	+/?	+	--	0	0	0	0	0	+	0	-	+	--	0	-
HE20717	99	3.30	BS25 1JG	+/0	+	--/?	0	0	0	0	0	++	0	-	+	--	0	-
HE20721	18	0.51	BS23 4YQ	++/0	++	++	0	0	0	--	0	+	0	--	+	?	?	--
HE2073	150	5.57	BS49 4TB	0/+	-	--	0	0	0	--	0	+/--	0	-	+	--	0	--
HE2075	66	2.21	BS25 5RG	+/0	+	--/?	0	0	+	--	0	+	0	0	+	--	0	-
HE2076	32	0.90	BS25 5RJ	+/0	+	--	0	0	+	--	0	+	0	-	+	--	-	-
HE2077	76	2.53	BS25 5RJ	+/0	+	--	0	0	+	--	0	+	0	-	+	--	-	-

Site reference	Capacity	Area (Ha)	Postcode	SA1.1	SA1.2	SA1.3	SA1.4	SA2.1	SA2.2	SA2.3	SA2.4	SA2.5	SA3.1	SA3.2	SA3.3	SA3.4	SA3.5	SA3.6
HE2078	32	0.90	BS25 1JD	+/0	+	++	0	0	0	0	0	++/--	0	-	+	--	0	-
HE2079	1	0.02	BS24 8DA	++/0	+	++	0	0	0	0	0	++	0	0	+	--	--	-
HE208	271	9.02	BS24 8RA	++/0	+	--/?	0	0	++	--	0	+	0	--	++	--	0	-
HE2080	0	0.01	BS20 6AN	+/0	++	++	0	0	0	++	0	++	0	0	+	?	?	-
HE2081	142	4.74	BS40 7UL	--/0	--	--/?	0	0	+	--	0	+	0	0	0	--	?	--
HE2082	14	0.34	BS20 7RU	+/0	+	--	0	0	+	--	0	+	0	0	0	?	?	-
HE2083	72	2.40	BS24 0QE	++/0	+	--/?	0	0	++	--	0	+	0	0	+	--	--	--
HE2084	52	1.44	BS24 0AN	++/0	+	--/?	0	0	++	--	0	+	0	--	0	?	?	-
HE2085	24	0.66	BS40 5DG	--/0	--	--	0	0	0	--	0	+	0	-	0	--	?	-
HE2086	21	0.57	BS40 7AH	--/0	--	--/?	0	0	+	--	0	+	0	-	+	--	?	--
HE2087	65	2.46	BS40 5DB	--/0	--	--	0	0	0	--	0	+	0	--	+	?	?	-
HE2088	83	2.77	BS40 5DJ	--/0	--	--	0	0	0	--	0	+	0	0	+	--	?	-
HE2089	67	2.23	BS25 5SE	--/+	-	--	0	0	0	--	0	+	0	0	+	--	-	-
HE209	19	0.53	BS48 3PJ	+/0	+	--	0	0	++	--	0	+	0	-	+	--	--	-
HE2090	101	3.37	BS48 4AG	0/0	-	--	0	0	0	--	0	+	0	-	0	?	?	--
HE2091	210	7.01	BS49 5DT	+/--	+	--/?	0	0	0	--	0	+	0	--	++	?	?	--
HE2092	22	0.60	BS49 5DN	--/0	--	--/?	0	0	0	0	0	++	0	-	+	0	-	-
HE2094	45	1.25	BS41 8JH	+/0	+	--/?	0	0	++	--	0	+	0	0	+	?	0	-
HE2095	49	1.37	BS21 6TN	+/0	+	--	0	0	++	--	0	+	0	--	+	-	?	--
HE2096	28	0.77	BS8 3QG	+/0	+	--/?	0	0	++	--	0	+	0	0	+	--	?	-
HE2098	105	3.51	BS29 6HJ	++/0	+	--/?	0	0	++	--	0	+	0	-	+	--	-	-
HE2099	19	3.40	BS48 3RG	+/+	+	--	0	0	++	--	0	+	0	0	+	--	?	-
LUC_100	42	2.17	BS24 0AU	++/0	+	++	0	0	++	--	0	+	0	0	+	--	?	-
LUC_101	28	4.99	BS40 5AH	--/+	--	--	0	0	0	0	0	+	0	--	+	?	?	-
LUC_102	35	1.53	BS40 5EL	--/0	-	--	0	0	0	0	0	++	0	--	+	?	?	-
LUC_103	60	2.61	BS24 9LE	++/0	+	--	0	0	+	0	0	+/--	0	0	+	?	?	-
LUC_104	6	0.22	BS48 4BY	+/0	+	--/?	0	0	++	--	0	+	0	-	+	?	?	--

Site reference	Capacity	Area (Ha)	Postcode	SA1.1	SA1.2	SA1.3	SA1.4	SA2.1	SA2.2	SA2.3	SA2.4	SA2.5	SA3.1	SA3.2	SA3.3	SA3.4	SA3.5	SA3.6
LUC_105	350	5.30	BS20 7BX	+/0	+	++	0	0	0	++	0	++	0	--	+	?	?	-
LUC_106	24	1.09	BS48 4PH	+/0	++	++	0	0	0	--	0	+	0	-	++	?	?	-
LUC_107	70	0.70	BS23 1YE	++/0	+	++	0	0	0	++	0	++	0	0	++	?	?	-
LUC_108	19	0.12	BS23 1SS	++/0	+	++	0	0	0	++	0	++	0	--	++	?	?	--
LUC_109	3330	125.69	BS24 7NH	++/--	+	++	0	0	0	+	++	++	0	0	++	?	?	-
LUC_110	119	12.59	BS24 9XN	++/0	+	--/?	0	0	0	0	0	+	0	0	+	--	?	-
LUC_111	50	2.36	BS49 5BJ	--/+	--	--	0	0	0	0	0	+	0	0	+	?	?	--
LUC_112	16	5.78	BS25 5AG	+/0	+	--	0	0	+	--	0	+/--	0	0	+	--	?	-
LUC_113	32	1.96	BS21 6SD	+/0	+	--	0	0	++	--	0	+	0	0	+	?	?	--
LUC_114	28	0.02	BS23 2ED	++/0	+	++	0	0	+	++	0	+	0	0	+	?	?	--
LUC_115	30	1.13	BS24 7NQ	++/0	+	++	0	0	+	+	0	++	0	--	++	?	?	-
LUC_116	19	0.31	BS21 7BX	+/0	+	++	0	0	++	--	0	+	0	0	+	?	?	--
LUC_117	28	0.15	BS48 2XX	+/0	+	++	0	0	0	++	0	++	0	0	++	?	?	-
LUC_118	93	0.63	BS20 7FT	+/0	+	++	0	0	0	++	0	++	0	-	+	?	?	-
LUC_119	26	0.17	BS20 7DE	+/0	+	++	0	0	0	++	0	++	0	--	+	?	?	-
LUC_120	21	0.69	BS49 5BY	--/0	--	--/?	0	0	0	0	0	++	0	0	+	?	?	--
LUC_121	28	0.81	BS25 9AD	+/?	+	--	0	0	0	0	0	+	0	-	+	--	?	-
LUC_122	24	3.30	BS25 1JG	+/0	+	--/?	0	0	0	0	0	++	0	-	+	--	?	-
LUC_123	74	3.09	BS25 1JW	+/0	+	--	0	0	+	--	0	+	0	-	+	--	?	-
LUC_124	45	3.22	BS40 5AS	--/0	--	--/?	0	0	0	0	0	+	0	0	+	?	?	-
LUC_125	16	0.50	BS25 5RQ	+/0	+	--/?	0	0	+	--	0	+	0	--	+	--	?	-
LUC_126	66	5.51	BS48 3EG	+/?	+	--/?	0	0	++	--	0	+	0	0	0	?	?	-
LUC_127	14	1.30	BS48 3AG	+/0	+	--/?	0	0	++	--	0	+	0	0	0	?	?	-
LUC_128	38	1.59	BS25 5AP	--/0	-	--/?	0	0	0	0	0	++	0	0	+	--	?	-
LUC_129	500	28.16	BS48 3PE	+/0	+	--	0	0	0	0	0	++	0	-	++	--	?	-
LUC_130	600	29.68	BS48 3LF	+/0	++	--	0	0	++	0	+	++	0	-	++	--	?	--
LUC_131	450	24.30	BS48 4NP	+/0	+	--	0	0	+	--	0	+	0	-	++	--	?	--

Site reference	Capacity	Area (Ha)	Postcode	SA1.1	SA1.2	SA1.3	SA1.4	SA2.1	SA2.2	SA2.3	SA2.4	SA2.5	SA3.1	SA3.2	SA3.3	SA3.4	SA3.5	SA3.6
LUC_132	600	25.83	BS48 4NS	+/0	++	--	0	0	0	--	+	+	0	-	++	--	?	-
LUC_133	240	6.82	BS48 1HR	+/+	+	--/?	0	0	++	++	0	++	0	0	+	--	?	-
LUC_134	3200	133.47	BS41 8JS	+/0	+	--/?	0	0	0	--	++	++/--	0	0	+	?	?	-
LUC_135	2800	140.60	BS29 6LP	++/0	+	--/?	0	0	++	--	+	++	0	0	++	--	?	-
LUC_136	30	2.28	BS25 5RG	+/0	+	--/?	0	0	+	--	0	+	0	0	+	--	?	-
LUC_137	18	0.63	BS25 5RF	+/0	+	--/?	0	0	+	--	0	+	0	0	+	--	?	-
LUC_138	30	0.99	BS25 5RJ	+/0	+	--	0	0	+	--	0	+	0	-	+	--	?	-
LUC_139	60	1.99	BS49 5BG	--/0	--	--	0	0	0	0	0	++	0	0	+	--	?	--
LUC_140	90	3.31	BS49 5DB	--/0	--	--	0	0	0	0	0	+	0	0	+	0	?	--
LUC_141	25	0.64	BS49 5BY	--/0	--	--/?	0	0	0	0	0	++	0	0	+	0	?	--
LUC_142	13	0.73	BS49 5EE	--/0	--	--/?	0	0	0	0	0	++	0	0	+	?	?	--
LUC_143	20	0.41	BS49 5EE	--/0	--	--/?	0	0	0	0	0	++	0	0	+	--	?	--
LUC_144	20	0.91	BS49 5BE	--/0	--	--/?	0	0	0	0	0	++	0	0	+	0	?	--
LUC_145	14	0.82	BS24 0QF	++/0	+	--	0	0	++	--	0	+	0	0	+	--	?	-
LUC_146	37	2.82	BS29 6HQ	++/0	+	--	0	0	0	--	0	+	0	-	+	--	?	-
LUC_147	54	3.23	BS29 6HB	++/0	+	--/?	0	0	++	0	0	+	0	0	+	--	?	-
LUC_148	70	2.23	BS40 5EH	--/0	-	--/?	0	0	0	0	0	++	0	--	+	-	?	-
LUC_149	21	0.73	BS40 5EH	--/0	-	--	0	0	0	0	0	+	0	--	0	-	?	-
LUC_150	65	2.49	BS40 5EJ	--/0	-	--	0	0	0	0	0	+	0	--	+	-	?	-
LUC_151	120	1.26	BS23 3QY	++/0	++	++	0	0	0	++	0	++	0	-	++	?	?	-
LUC_152	230	2.34	BS23 3DF	++/0	++	++	0	0	0	++	0	++	0	--	++	?	?	-
LUC_153	40	0.43	BS23 2BD	++/0	+	++	0	0	+	++	0	+	0	--	++	?	?	--
LUC_154	200	2.20	BS23 3PA	++/0	++	-	0	0	0	++	0	++/--	0	0	++	?	?	-
LUC_155	100	1.60	BS24 8FJ	++/0	+	++	0	0	0	++	0	++/--	0	--	++	?	?	-
LUC_156	36	0.90	BS23 3YW	++/+	+	++	0	0	+	++	0	+	0	0	++	?	?	-
LUC_157	216	5.35	BS24 7LY	++/+	+	++	0	0	0	0	0	+	0	--	+	?	?	-
LUC_158	39	0.26	BS21 6PD	+/0	+	++	0	0	0	++	0	++	0	--	+	?	?	-



Site reference	Capacity	Area (Ha)	Postcode	SA1.1	SA1.2	SA1.3	SA1.4	SA2.1	SA2.2	SA2.3	SA2.4	SA2.5	SA3.1	SA3.2	SA3.3	SA3.4	SA3.5	SA3.6
LUC_159	54	1.15	BS21 6LL	+/+	+	++	0	0	0	++	0	+	0	--	+	?	?	-
LUC_160	11	0.11	BS23 3DQ	++/0	++	++	0	0	0	++	0	++	0	--	++	?	?	-
LUC_161	10	0.08	BS23 2BT	++/0	+	++	0	0	+	++	0	+	0	0	++	?	?	--
LUC_162	26	0.16	BS23 2BX	++/0	+	++	0	0	+	++	0	+	0	0	++	?	?	--
LUC_163	20	0.18	BS24 7FY	++/0	++	++	0	0	0	+	0	++	0	--	++	?	?	-
LUC_164	8	0.93	BS49 4FL	0/+	-	--	0	0	+	--	0	+	0	0	++	0	?	-
LUC_165	24	0.08	BS41 9FH	+/0	+	++	0	0	0	0	0	++	0	0	+	?	?	-
LUC_166	18	0.06	BS41 9AG	+/0	+	++	0	0	0	0	0	++	0	0	+	?	?	-
LUC_167	10	0.46	BS29 6HS	++/+	+	--	0	0	++	--	0	+	0	-	+	--	?	-
LUC_168	18	0.90	BS21 6RA	+/0	-	--	0	0	++	--	0	+	0	-	+	--	?	--
LUC_169	75	5.01	BS24 7JS	++/+	+	--/?	0	0	0	0	0	+	0	0	+	--	?	-
LUC_170	150	3.69	BS24 9QD	++/0	+	--/?	0	0	0	--	0	+	0	0	+	--	?	-
LUC_171	234	5.13	BS20 6TQ	+/0	+	--/?	0	0	0	--	0	+/--	0	-	+	--	?	--
LUC_172	100	2.29	BS49 4BR	0/+	-	--	0	0	+	--	0	+	0	0	++	0	?	--
LUC_173	69	2.98	BS49 4TB	0/+	-	--	0	0	0	--	0	+	0	-	+	--	?	--
LUC_174	50	1.45	BS49 4ND	0/+	-	--	0	0	0	--	0	+	0	-	+	0	?	--
LUC_175	50	2.08	BS24 8EN	++/0	+	--/?	0	0	0	--	0	++	0	0	+	-	?	-
LUC_176	2500	10.44	BS13 8AY	+/+	+	--/?	0	0	++	--	++	++	0	0	+	?	?	-
LUC_177	80	2.69	BS20 7RA	+/0	++	--/?	0	0	0	--	0	+	0	0	+	-	?	-
LUC_77	18	0.14	BS23 2AB	++/0	+	++	0	0	+	++	0	+	0	0	++	?	?	-
LUC_78	8	0.29	BS24 7RQ	++/0	+	++	0	0	0	+	0	++	0	--	++	?	?	-
LUC_79	125	5.55	BS24 7PE	++/0	+	++	0	0	+	+	0	+	0	--	++	?	?	-
LUC_80	40	0.15	BS23 2EY	++/0	+	++	0	0	+	++	0	+	0	0	++	?	?	--
LUC_81	12	0.32	BS23 3HF	++/0	++	++	0	0	0	++	0	++	0	--	++	?	?	-
LUC_82	1552	47.48	BS24 8GA	++/--	++	++	0	0	++	++	++	++/--	0	--	++	?	?	-
LUC_83	57	2.08	BS24 7JU	++/0	+	++	0	0	+	--	0	++	0	--	++	?	?	-
LUC_84	80	0.85	BS23 1AY	++/0	+	++	0	0	0	++	0	++	0	--	++	?	?	--

Site reference	Capacity	Area (Ha)	Postcode	SA1.1	SA1.2	SA1.3	SA1.4	SA2.1	SA2.2	SA2.3	SA2.4	SA2.5	SA3.1	SA3.2	SA3.3	SA3.4	SA3.5	SA3.6
LUC_85	134	6.99	BS24 9AX	++/0	+	++	0	0	0	++	0	++	0	--	++	?	?	-
LUC_86	95	5.62	BS23 3NJ	++/0	+	++	0	0	0	++	0	++	0	--	++	?	?	-
LUC_87	48	1.17	BS23 3SX	++/0	++	++	0	0	0	++	0	++	0	--	++	?	?	-
LUC_88	37	1.10	BS23 3PD	++/+	+	++	0	0	+	++	0	++	0	--	++	?	?	-
LUC_89	44	1.10	BS21 6PJ	+/+	+	-	0	0	0	++	0	++/--	0	--	+	?	?	-
LUC_90	70	1.09	BS21 5LD	+/0	+	++	0	0	0	--	0	+	0	--	+	?	?	-
LUC_91	52	2.05	BS48 4RR	+/0	+	--	0	0	+	--	0	+	0	-	++	?	?	-
LUC_92	23	0.58	BS20 6BB	+/0	+	-	0	0	0	++	0	++/--	0	0	+	?	?	-
LUC_93	20	3.00	BS48 3DT	+/0	++	++	0	0	0	0	0	+	0	-	++	?	?	-
LUC_94	154	5.71	BS49 4GJ	0/?	-	--	0	0	+	--	0	+	0	0	++	?	?	--
LUC_95	60	1.87	BS49 4BR	0/+	-	--	0	0	+	--	0	+	0	0	++	?	?	--
LUC_96	34	1.00	BS22 8SX	++/0	++	++	0	0	0	+	0	++/--	0	--	++	?	?	-
LUC_97	171	7.22	BS48 4RH	+/0	+	--	0	0	+	--	0	+	0	-	+	?	?	-
LUC_98	450	19.31	BS48 2XG	+/+	+	-	0	0	0	--	0	+/--	0	0	+	?	?	--
LUC_99	145	8.09	BS25 1EJ	+/+	+	++	0	0	0	0	0	++	0	-	+	--	?	-

Table 5.2: Summary of likely SA effects for mixed site options

Site reference	Capacity	Area (Ha)	Postcode	SA1.1	SA1.2	SA1.3	SA1.4	SA2.1	SA2.2	SA2.3	SA2.4	SA2.5	SA3.1	SA3.2	SA3.3	SA3.4	SA3.5	SA3.6
HE201036	888	45.08	BS20 7RD	++	+	--/?	0	0	+	++	+	+	0	--	+	--	-	-
HE201059	1145	75.43	BS48 3AL	++	+	--/?	0	0	++	--	+	+	0	0	+	?	-	-
HE201086	863	43.17	BS29 6JA	++	+	--/?	0	0	++	--	+	+	0	0	+	--	-	-
HE201088	1000	45.84	BS24 6UZ	++	+	--/?	0	0	0	--	+	+	0	--	++	?	?	-
HE201090	963	48.15	BS20 0LD	++	++	--	0	0	0	0	+	++	0	0	++	--	?	-
HE201098	2003	188.47	BS20 0HL	++	+	--	0	0	++	0	++	++/--	0	0	++	?	?	--
HE20110	5711	290.36	BS13 8AF	++	+	--/?	0	0	0	--	++	++/--	0	0	++	?	--	-
HE20125	3502	199.70	BS21 6TF	++	+	--/?	0	0	0	--	++	++	0	--	+	?	-	--
HE20136	505	25.23	BS48 1JA	++	+	--/?	0	0	++	++	+	++	0	0	+	--	-	-
HE20138	461	25.13	BS48 3DN	++	-	--/?	0	0	++	--	0	+	0	-	+	?	?	-
HE20139	1005	50.27	BS41 9AX	++	+	--/?	0	0	0	0	+	++	0	0	+	--	--	-
HE202012	922	46.11	BS48 3AF	++	+	--	0	0	0	0	+	++	0	-	++	--	?	-
HE20222	723	36.14	BS20 7UB	++	+	--/?	0	0	+	++	+	++/--	0	--	+	0	-	-
HE20223	513	28.35	BS20 7TA	++	+	--	0	0	++	++	+	+/--	0	0	+	--	--	-
HE20245	534	26.70	BS24 8PG	++	+	--	0	0	+	--	+	+	0	--	+	--	?	-
HE20492	400	36.82	BS48 3AF	++	+	--/?	0	0	0	0	0	++	0	-	++	--	?	-
HE20494	1370	68.48	BS22 7RN	++	++	--/?	0	0	0	0	+	++	0	--	++	--	-	-
HE20496	2606	154.51	BS24 6UZ	++	+	--/?	0	0	0	--	++	++	0	--	++	?	-	-
HE20500	828	41.42	BS29 6JE	++	+	--/?	0	0	++	--	+	++	0	0	+	--	-	-
HE20509	4326	217.88	BS49 4BT	++	+	--/?	0	0	++	--	++	++	0	--	++	?	--	--
HE20589	787	39.33	BS25 5QJ	++	+	--/?	0	0	0	--	+	+	0	0	+	?	?	--
HE20595	861	43.07	BS48 3BD	++	++	--	0	0	++	0	+	++	0	-	++	--	-	--
HE20598	360	55.01	BS40 5EZ	++	--	--	0	0	0	0	0	+	0	0	+	?	?	-
HE20604	400	30.72	BS29 6JA	++	+	--/?	0	0	++	--	0	+	0	0	+	--	?	-

Site reference	Capacity	Area (Ha)	Postcode	SA1.1	SA1.2	SA1.3	SA1.4	SA2.1	SA2.2	SA2.3	SA2.4	SA2.5	SA3.1	SA3.2	SA3.3	SA3.4	SA3.5	SA3.6
HE20607	1955	99.17	BS29 6LG	++	+	--/?	0	0	0	--	+	+	0	0	++	?	-	-
HE20611	913	45.66	BS48 4NN	++	+	--	0	0	+	--	+	+	0	-	+	--	-	--
HE20612	465	37.05	BS48 1TL	++	++	--/?	0	0	0	--	0	+	0	-	++	--	-	--
HE2062	1427	71.35	BS48 3PP	++	++	--	0	0	++	0	+	+/--	0	0	++	--	--	-
HE20627	4000	195.85	BS20 0HJ	++	+	--	0	0	++	0	++	++/--	0	0	++	?	?	--
HE20635	2756	137.87	BS49 5JR	++	+	--/?	0	0	0	0	+	++	0	0	0	?	?	-
HE2064	885	44.26	BS8 3QF	++	+	--/?	0	0	++	--	+	+	0	0	++	?	?	-
HE2068	559	27.97	BS20 6DT	++	++	--/?	0	0	0	0	+	+/--	0	0	+	--	0	--
LUC_109	3330	125.69	BS24 7NH	++	+	++	0	0	0	+	++	++	0	0	++	?	?	-
LUC_134	3200	133.47	BS41 8JS	++	+	--/?	0	0	0	--	++	++/--	0	0	+	?	?	-
LUC_135	2800	140.60	BS29 6LP	++	+	--/?	0	0	++	--	+	++	0	0	++	--	?	-
LUC_176	2500	10.44	BS13 8AY	++	+	--/?	0	0	++	--	++	++	0	0	+	?	?	-
LUC_82	1552	47.48	BS24 8GA	++	++	++	0	0	++	++	++	++/--	0	--	++	?	?	-

Table 5.3: Summary of likely SA effects for employment site options

Site reference	Capacity	Area (Ha)	Postcode	SA1.1	SA1.2	SA1.3	SA1.4	SA2.1	SA2.2	SA2.3	SA2.4	SA2.5	SA3.1	SA3.2	SA3.3	SA3.4	SA3.5	SA3.6
LUC_1	0	182.86	BS24 7NH	++	++	++	0	0	0	+	0	++	0	0	++	--	?	-
LUC_10	0	1.24	BS24 8PP	++	+	--/?	0	0	0	--	0	+	0	--	++	?	?	-
LUC_11	0	1.53	BS48 2XE	++	+	--/?	0	0	0	--	0	+/--	0	0	+	?	?	--
LUC_12	0	0.38	BS41 9FH	+	+	++	0	0	0	0	0	++	0	0	+	?	?	-
LUC_13	0	0.43	BS49 4AR	+	+	--	0	0	0	--	0	+	0	0	++	?	?	-
LUC_14	0	1.22	BS40 5AE	+	+	++	0	0	0	0	0	+	0	0	+	?	?	-
LUC_15	0	0.48	BS22 8NA	++	+	--	0	0	0	++	0	+/--	0	--	++	?	?	-
LUC_16	0	6.47	BS29 6LS	++	+	--/?	0	0	0	--	0	+	0	0	+	--	?	-
LUC_17	0	16.65	BS13 8AF	+	++	--/?	0	0	0	--	0	+	0	0	+	?	?	-
LUC_18	0	7.67	BS48 3AD	++	+	--	0	0	0	0	0	+	0	-	++	--	?	-
LUC_19	0	1.67	BS24 7DW	++	+	++	0	0	0	+	0	+	0	--	++	?	?	-
LUC_2	0	17.79	BS24 8EE	++	++	--/?	0	0	0	++	0	+/--	0	--	++	?	?	-
LUC_20	0	0.37	BS24 7DW	++	+	++	0	0	0	+	0	+	0	--	++	?	?	-
LUC_21	0	3.32	BS22 6DP	++	+	--/?	0	0	0	+	0	++	0	--	++	--	?	-
LUC_22	0	0.31	BS24 7LY	++	+	++	0	0	0	0	0	+	0	--	+	?	?	-
LUC_23	0	3.04	BS24 7NH	++	+	++	0	0	0	0	0	+	0	--	++	?	?	-
LUC_24	0	6.11	BS3 2UN	+	+	--/?	0	0	0	--	0	+	0	-	+	?	?	-
LUC_25	0	5.67	BS29 6LB	++	+	--/?	0	0	0	--	0	+	0	0	++	?	?	-
LUC_26	0	9.02	BS24 8RA	++	+	--/?	0	0	0	--	0	+	0	--	++	--	?	-
LUC_27	0	0.20	BS48 3PL	++	+	--	0	0	0	--	0	+	0	0	+	--	?	-
LUC_28	0	13.93	BS41 9LB	+	++	--/?	0	0	0	0	0	+	0	0	+	--	?	-
LUC_29	0	0.90	BS25 5RJ	+	+	--	0	0	0	--	0	+	0	-	+	--	?	-
LUC_3	0	9.05	BS21 6UW	++	+	--/?	0	0	0	--	0	+	0	--	+	?	?	-
LUC_30	0	2.53	BS25 5RJ	+	+	--	0	0	0	--	0	+	0	-	+	--	?	-

Site reference	Capacity	Area (Ha)	Postcode	SA1.1	SA1.2	SA1.3	SA1.4	SA2.1	SA2.2	SA2.3	SA2.4	SA2.5	SA3.1	SA3.2	SA3.3	SA3.4	SA3.5	SA3.6
LUC_31	0	4.81	BS29 6PD	+	+	--	0	0	0	0	0	+	0	-	+	--	?	-
LUC_32	0	36.14	BS20 7TA	++	++	-	0	0	0	++	0	++/--	0	--	+	0	?	-
LUC_33	0	6.92	BS49 5EZ	+	+	--	0	0	0	0	0	+	0	0	+	--	?	-
LUC_34	0	3.64	BS22 9LA	++	+	--	0	0	0	--	0	+	0	0	+	--	?	-
LUC_35	0	154.51	BS24 6UZ	++	++	--/?	0	0	0	--	0	++	0	--	++	?	?	-
LUC_36	0	41.42	BS29 6JE	++	++	--/?	0	0	0	--	0	++	0	0	+	--	?	-
LUC_37	0	5.17	BS20 7BX	++	+	++	0	0	0	++	0	++	0	--	+	?	?	-
LUC_38	0	13.32	BS29 6DS	++	++	--/?	0	0	0	0	0	+	0	0	+	?	?	-
LUC_39	0	36.82	BS48 3AF	++	++	--/?	0	0	0	0	0	++	0	-	++	--	?	-
LUC_4	0	2.06	BS21 6UA	++	+	--/?	0	0	0	--	0	+	0	--	+	?	?	-
LUC_40	0	2.94	BS40 5JQ	+	+	--	0	0	0	0	0	++	0	--	+	--	?	-
LUC_41	0	6.18	BS24 0PS	++	+	--/?	0	0	0	--	0	+	0	-	+	--	?	-
LUC_42	0	7.19	BS40 5ER	+	+	--/?	0	0	0	--	0	+	0	0	0	?	?	-
LUC_43	0	2.69	BS24 9JR	++	+	--/?	0	0	0	0	0	+	0	0	+	--	?	-
LUC_44	0	16.23	BS24 6RQ	++	++	--/?	0	0	0	--	0	+	0	--	+	?	?	-
LUC_45	0	0.19	BS23 3PE	++	+	++	0	0	0	++	0	++	0	--	++	?	?	-
LUC_46	0	10.74	BS29 6PG	+	++	-	0	0	0	0	0	+	0	-	+	--	?	--
LUC_47	0	1.61	BS29 6EF	+	+	-	0	0	0	0	0	+	0	-	+	--	?	-
LUC_48	0	2.89	BS24 8DQ	++	+	--	0	0	0	0	0	++/--	0	0	+	--	?	-
LUC_49	0	2.21	BS48 1TL	++	+	--/?	0	0	0	--	0	+	0	-	++	--	?	--
LUC_5	0	1.14	BS20 7GA	++	+	++	0	0	0	++	0	++	0	-	+	?	?	-
LUC_50	0	6.02	BS49 4PS	+	+	--	0	0	0	--	0	+	0	-	+	--	?	--
LUC_51	0	4.68	BS48 4NR	++	+	--	0	0	0	--	0	+	0	-	++	--	?	-
LUC_52	0	20.07	BS40 5TN	+	++	--/?	0	0	0	--	0	+	0	0	+	?	?	-
LUC_53	0	13.87	BS40 5RP	+	++	--/?	0	0	0	--	0	+	0	0	+	?	?	-
LUC_54	0	11.11	BS40 5EZ	+	++	-	0	0	0	--	0	+	0	0	+	?	?	-
LUC_55	0	13.24	BS29 6AN	++	++	--/?	0	0	0	+	0	++	0	--	++	--	?	-

Site reference	Capacity	Area (Ha)	Postcode	SA1.1	SA1.2	SA1.3	SA1.4	SA2.1	SA2.2	SA2.3	SA2.4	SA2.5	SA3.1	SA3.2	SA3.3	SA3.4	SA3.5	SA3.6
LUC_56	0	199.70	BS21 6TF	++	++	--/?	0	0	0	--	0	++	0	--	+	?	?	--
LUC_57	0	290.36	BS13 8AF	+	++	--/?	0	0	0	--	0	+/--	0	0	++	?	?	-
LUC_58	0	188.47	BS20 0HL	+	++	--/?	0	0	0	0	0	+/--	0	0	++	?	?	--
LUC_59	0	39.80	BS8 3UU	+	++	--/?	0	0	0	--	0	+	0	0	+	--	?	-
LUC_6	0	0.21	BS49 5DD	+	+	++	0	0	0	0	0	++	0	-	+	?	?	--
LUC_60	0	21.90	BS41 8LR	+	++	--/?	0	0	0	--	0	+	0	0	+	--	?	-
LUC_61	0	7.01	BS49 5DT	+	+	--/?	0	0	0	--	0	+	0	--	++	?	?	--
LUC_62	0	12.95	BS24 6SG	+	++	--/?	0	0	0	--	0	+	0	--	++	?	?	--
LUC_63	0	25.23	BS48 1JA	++	++	--/?	0	0	0	++	0	++	0	0	+	--	?	-
LUC_64	0	3.05	BS40 5GF	+	+	-	0	0	0	0	0	+	0	0	0	?	?	--
LUC_65	0	1.21	BS29 6HU	++	+	--	0	0	0	--	0	+	0	-	+	--	?	-
LUC_66	0	0.51	BS40 9UU	+	+	--/?	0	0	0	--	0	+	0	0	+	?	?	-
LUC_67	0	4.13	BS48 1NE	++	+	--	0	0	0	--	0	+	0	-	+	?	?	-
LUC_68	0	5.50	BS29 6EH	+	+	--/?	0	0	0	0	0	+	0	--	0	?	?	-
LUC_69	0	2.41	BS40 5EJ	+	+	--	0	0	0	0	0	+	0	--	+	-	?	-
LUC_7	0	5.26	BS24 7FQ	++	+	++	0	0	0	--	0	+	0	--	++	?	?	-
LUC_70	0	7.33	BS41 9LL	+	+	--/?	0	0	0	--	0	+	0	-	+	-	?	--
LUC_71	0	1.73	BS49 4LU	+	+	--	0	0	0	--	0	+	0	-	+	--	?	--
LUC_72	0	1.87	BS49 5AN	+	+	--	0	0	0	--	0	+	0	0	+	--	?	--
LUC_73	0	2.40	BS24 0QE	++	+	--/?	0	0	0	--	0	+	0	0	+	--	?	--
LUC_74	0	2.33	BS40 8DW	+	+	--/?	0	0	0	--	0	+	0	-	0	?	?	-
LUC_75	0	1.36	BS48 1JJ	++	+	--/?	0	0	0	++	0	++	0	0	+	--	?	-
LUC_8	0	13.88	BS24 9BQ	++	++	++	0	0	0	++	0	+	0	--	+	?	?	-
LUC_9	0	2.55	BS24 7NF	++	+	++	0	0	0	+	0	++	0	--	++	?	?	-

## Summary of effects for the residential and mixed use site options by SA objective

### SA objective 1.1: Ensure a range of job opportunities are easily accessible without having to use a car

**5.4** Weston-super-Mare, the main settlement in North Somerset and the nearby regionally important city of Bristol, provide access to the highest concentration of businesses and a high number of jobs for the residents of North Somerset. They can be accessed by bus and rail services and it is assumed that where residential developments are well-related to these settlements, people would be more likely to be able to access jobs by active travel and public transport. 138 of the 471 residential site options are within 2km of Weston-super-Mare or the Centre of Bristol and therefore a significant positive effect is expected for these sites.

**5.5** The potential for access to jobs has also been considered in light of an increased trend for home working which has been influenced greatly by the impacts of the COVID-19 pandemic. Access to highspeed internet is likely to support home working. Of the 138 residential site options for which a significant positive effect was recorded above, 17 are within areas that fully benefit from access to superfast broadband and 117 are within areas that fully benefit from access to standard broadband. Therefore, the significant positive effects for these site options are combined with minor positive effects and negligible effects, respectively. Only four site options (HE2032, HE2010111, LUC\_82 and LUC\_109) were identified as being well-related to Weston-super-Mare or the Centre of Bristol but are within areas that do not fully benefit from access to any



broadband services. Mixed significant positive and significant negative effects are therefore expected for these site options.

**5.6** The smaller but locally important settlements in North Somerset currently benefit from some but a more limited concentration of businesses than at Weston-super-Mare and Bristol. Therefore, 184 residential site options that are within 2km of these settlements (Clevedon, Nailsea and Portishead) or that are located between 2km and 5km of Weston-super-Mare or the Centre of Bristol are expected to have a minor positive effect in relation to SA objective 1.1. For 28 of these site options a minor positive effect is expected in combination given the potential to access superfast broadband services and for 150 of the 184 site options a negligible effect is expected in combination given the potential to access standard broadband services. Of these residential sites only three (HE2091, HE20253 and HE20265) are expected to have a significant negative effect in relation to broadband services where they fall within an area that does not benefit from access to existing broadband services. For a further three residential sites (HE20716, LUC\_121 and LUC\_126) the minor positive effect is combined with an uncertain effect as information relating to broadband services presently supplied to the area is not available.

**5.7** Forty six of the residential site options lie between 2km and 5km of Clevedon, Nailsea or Portishead but are not within 5km of Weston-super-Mare or Centre of Bristol. For these site options, a negligible effect is recorded in relation to potential access to jobs. A large proportion of these sites (44 out of 46) are located within areas that fully benefit from access to superfast or standard broadband services and therefore a minor positive or negligible effect is expected in combination for those sites.

**5.8** Where residential sites are less well-related to the larger settlements in the plan area or Bristol city, residents are more likely to have to make use of private vehicles to access jobs and therefore these sites perform less favourably in relation to SA objective 1.1. Significant negative effects are expected for 103 residential site options that are not located within 5km of Weston-super-Mare, the Centre of Bristol, Clevedon, Nailsea or Portishead. All of these site options are located within areas that fully benefit from access to superfast or standard broadband services. Therefore, the significant negative effects recorded are

combined with minor positive effects (for 24 sites) or negligible effects (for 79 sites).

**5.9** The 37 mixed use site options considered are expected to provide new residents with good access to nearby job opportunities as due to their nature they are likely to incorporate employment supporting uses alongside new dwellings and therefore a significant positive effect is recorded.

## SA objective 1.2: Provide opportunities to improve economic wellbeing and reduce inequalities by providing good access to education and training opportunities

**5.10** Weston-super-Mare and nearby Bristol provide access to the highest concentration of existing businesses in the District and surroundings. It is likely that residents that are well-related to these areas would have good access to a wide variety of job and training opportunities. Residential and mixed use site options that are well-related to the smaller but locally important settlements within North Somerset (Clevedon, Nailsea or Portishead) provide opportunities to access a more limited concentration of businesses but would still provide residents with some access to employment and training opportunities.

**5.11** This SA objective has also considered the proximity of residential and mixed use site options to education facilities in the District. It is assumed the potential for residents to access these facilities within close proximity to their homes will support regular attendance and improved levels of educational attainment. Weston-super-Mare provides access to the only college in the District (Weston College). There are primary schools accessible at many of the settlements in District; however only Weston-super-Mare, Churchill/Langford, Nailsea, Clevedon, Portishead and Pill have a secondary school.

**5.12** A total of 60 of the residential (53) and mixed use (7) site options lie between 2km of Clevedon, Nailsea or Portishead or within 5km of Weston-super-Mare or the Centre of Bristol and are therefore assumed to provide good access to jobs and opportunities for training. These 60 site options also are situated within 450m of a primary school and 900m of both a secondary school and a college. For these residential and mixed use site options, a significant positive effect is therefore recorded in relation to access to education and training opportunities. For 299 residential (271) and mixed use (28) site options, a minor positive effect is expected given the good level of access to either jobs (as defined by their proximity to the settlements in North Somerset or Bristol) or training and education facilities (i.e. a primary school, secondary school and a college) from them.

**5.13** Residential and mixed use site options identified as having reasonable access to jobs (i.e. those within 5km of Clevedon, Nailsea or Portishead but not within 5km of Centre of Bristol or Weston-Super-Mare) and training and education facilities (as indicated by being within 450m to 900m of a primary school and within 900m to 1.8km of both a secondary school and a college) are expected to have a negligible effect in relation to this SA objective. This is the case for a total of five residential site options (HE206, HE20218, HE20491, HE201092 and HE202009). No negligible effects were recorded for any of the mixed use site options.

**5.14** A total of 61 of the residential (60) and mixed use (one) site options would provide reasonable access to jobs or training and education facilities but not both. This has been considered making use of the distance criteria described earlier in this section. A minor negative effect is recorded for these site options.

**5.15** Eighty three of the residential (82) and mixed use (one) site options are considered to lack reasonable or good access to jobs, training opportunities and education. Significant negative effects are expected for these residential and mixed use site options as they are not within 5km of Weston-super-Mare, the Centre of Bristol, Clevedon, Nailsea or Portishead. These site options are also not located within 900m of a primary school or 1.8km of a secondary school or college.

## SA objective 1.3: Promote the optimal use of land which supports regeneration, maximise re-use of previously developed (brownfield) land and protects the rural economy

**5.16** The development of greenfield land or areas of high quality agricultural land is considered a less efficient use of land in the District. Where the re-use of brownfield sites occurs within settlement boundaries, development is likely to support urban regeneration. For the purposes of the appraisal, land within a settlement boundary which is not designated as open space is considered brownfield land (as explained in Chapter 2).

**5.17** Significant positive effects are recorded for 84 residential and two mixed use site options (LUC\_82 and LUC\_109). These sites are classified as brownfield land. A further 28 of the residential (28) site options are classified as greenfield land but contain mostly land with an agricultural value of Grade 4 and 5 or land rated as urban/non-agricultural in terms of its agricultural value. Minor negative effects have been recorded for these sites.

**5.18** Any site classified as greenfield and containing mostly land with an agricultural value of Grade 3 are recorded as having a significant negative effect. The effect is uncertain given that the split between Grade 3a (good quality) and Grade 3b (not classed as good quality) land in the District is unknown, due to data limitations. A potential but uncertain significant negative effect is recorded for a total of 236 residential (213) and mixed use (25) site options for these reasons. A further 146 residential and 10 mixed use site options are classified as greenfield and mostly contain land with an agricultural value of Grades 1 or 2. Therefore, significant negative effects are recorded for these site options as development would result in the loss of land which is known to be high agricultural quality.

## **SA objective 1.4: Promote development which requires a deliverable level of high-quality and sustainable infrastructure.**

**5.19** Discussions about the potential infrastructure requirements at the various site options being considered for inclusion in the plan are still at an early stage. Therefore, it is difficult to anticipate the expected delivery which would result at each site. All residential and mixed use site options are recorded as having a negligible effect in relation to this SA objective.

## **SA objective 2.1: Boost housing delivery and meet the housing need identified within the plan period.**

**5.20** The potential for the plan to contribute effectively to the housing need over the plan period has been considered through the appraisal of the spatial strategy, and is not determined by the locations of individual alternative site options. Therefore, all residential and mixed use site options are recorded as having a negligible effect in relation to this SA objective.

## **SA objective 2.2: Deliver affordable or specialist housing where it is most needed to meet the needs of North Somerset's population.**

**5.21** Data from the IMD 2019 identifies those areas within the country that are most deprived, including in relation to the domain of 'barriers to housing and services'. This measurement has been used as a proxy to identify areas in North Somerset where there is greatest need for affordable housing. It is

assumed that new housing developments will include an appropriate proportion of affordable housing (subject to the adoption and enforcement of and appropriate housing policies the Local Plan which are appraised separately in this report).

**5.22** A total of 133 residential (117) and mixed use (16) site options lie within the 10% or 20% most deprived Lower Super Output Areas (LSOAs) in England in relation to the domain 'barriers to housing and services'. These sites take in areas to the north and south of Weston-super-Mare and much of the north and east of the District including areas towards Winford and to the south of Portishead as well as areas towards Dundry and Pill. Therefore, significant positive effects are expected for the 133 site options in those areas.

**5.23** Minor positive effects have been recorded for 92 residential site options and four (HE20222, HE20245, HE20611 and HE201036) mixed use site options. These sites lie within LSOAs that are within the 30% or 40% most deprived in England in relation to the domain 'barriers to housing and services'. Notable areas of the larger settlements of Weston-super-Mare, Clevedon, Portishead, Congresbury and Nailsea are within the 30% or 40% most deprived in the country in relation to this measurement.

**5.24** A further 262 residential site options and 17 mixed use site options are located within areas which are not within the 40% most deprived in the country in relation to the domain 'barriers to housing and services'. While delivering housing at these locations will help to meet the District's housing need as well as the need for affordable housing, it is considered less likely to address a particular existing need in the locality. These sites are therefore recorded as having negligible effects.

## SA objective 2.3: Achieve reasonable access to a wide range of community, educational, town centre and healthcare facilities

**5.25** Good levels of access to town, district and local centres will support new residents to access a wide range of services and facilities. The town centres of Weston-super-Mare, Clevedon, Portishead and Nailsea provide access to the widest range of services and facilities, followed by the district and local centres across North Somerset. Seventy residential site options and five (HE20136, 20222, HE20223, HE201036, LUC\_82) mixed use site options lie within 720m of a town centre. Therefore, these sites are expected to have a significant positive effect in relation to SA objective 2.3. Minor positive effects are recorded in relation to 12 residential site options and one (LUC\_109) mixed used site option. These sites lie within 720m of a district centre but not within 720m of a town centre.

**5.26** A total of 140 residential site options and 12 mixed use site options lie within 720m of a local centre but not within 720m of a town or district centre. The effects of these sites in relation to SA objective 2.3 are expected to be negligible. Significant negative effects are recorded for 249 residential site options and 19 mixed use site options. These sites are located more than 720m from a town, district or local centre and so it is likely that the range of services and facilities that are easily accessed from these option sites would be relatively limited.

## SA objective 2.4: Enhance community cohesion and community facilities provision including cultural facilities

**5.27** The scale of residential and mixed use site options is likely to affect the ability of development to enhance the range of community facilities available in

the District. North Somerset Council has worked up a list of infrastructure and facilities which it expects proposals for sites of a given size to incorporate (see Appendix D). Development sites of a larger size are expected to support the delivery of more substantial community and other types of essential facilities to support community cohesion in the area. Very large and large developments (assumed to be those that deliver 1,501 new homes or more) within or on the edge of settlements will support new infrastructure provision to allow for community cohesion with the existing settlement. Standalone development sites that are not within or adjacent to an existing settlement are less likely to benefit from nearby access to existing services and facilities. Therefore, the level of community facilities incorporated and growth required to support that provision is likely to be higher to support community cohesion within the site. Therefore, residential and mixed use site options not adjacent to existing settlements would have to deliver over 3,001 homes (i.e. those considered to be very large in size) to be considered self-sustaining and to support appropriate levels of community cohesion within those sites.

**5.28** Significant positive effects are expected for ten residential site options and ten mixed use site options. These sites are within or adjacent to existing settlements and are considered to be large or very large in size and or are 'standalone' sites not adjacent to or within existing settlements but are considered to very large in size.

**5.29** A further 27 residential site options and 22 mixed use site options are considered to be medium in scale (i.e. delivering between 501 and 1,500 homes) which means that they will support existing and potentially some new services and facilities to benefit community cohesion in the locality. These sites are therefore expected to have a minor positive effect in relation to SA objective 2.4. A further 434 residential site options and five (HE20138, HE20598, HE20604, HE20612, HE20492) mixed use site options are not of a scale support new community facility provision in the plan area. Negligible effects are therefore recorded for these site options.



## SA objective 2.5: Achieve healthy living opportunities promoting good access to healthcare centres, open spaces, Public Rights of Way, walking and cycling opportunities, and outdoor leisure activities

**5.30** Good access to healthcare centres and recreational space is likely to achieve improvements in health and quality of life for residents in the District. Where residential and mixed use site options are close to Public Rights of Way and cycle routes there is potential to encourage travel by active modes and build physical activity into the daily lives of residents. New development could provide opportunities to enhance and/or link these routes allowing for easier access.

**5.31** For 141 residential site options and 11 mixed use site options a significant positive effect is expected in relation to this SA objective. These are mostly sites that lie within 720m of at least one healthcare centre, one type of open space (including mapped green infrastructure assets, play areas and other registered/managed assets), one Public Right of Way, one cycling route and one indoor/outdoor leisure facility (including the Council's 'active locations' and managed playing pitches). These sites also include those which are of a scale (very large or large) that means potential development would deliver significant new green infrastructure and connectivity. Therefore, these sites were recorded as having significant positive effects. For 23 of these 141 residential site options (and two of the mixed use site options (HE20110 and LUC\_134)) a significant negative effect is recorded in combination given that an area of open space lies within the site boundaries and this could be lost to new development.

**5.32** A total of 329 residential site options and six (HE2068, HE20589, HE20598, HE20607, HE20612 and HE201088) mixed use site options are recorded as having minor positive effects on this objective. These sites lie within 720m of at least two types of facility listed in the preceding paragraph which

might benefit the health of new residents. For 17 residential site options and one mixed use site option (HE2068) the minor positive effect is combed with a significant negative effect given that an area of open space falls within these boundaries of these sites, which might be lost to development. Only one residential site option (HE2010114) lies within 720m of only one type of facility which might benefit the health of new residents. A negligible effect is therefore expected for that site option in relation to this SA objective.

## SA objective 3.1: Reduce carbon emissions by supporting appropriate decentralised renewable energy generation

**5.33** Discussions about the potential infrastructure requirements at the various site options being considered for inclusion in the plan, are still at an early stage. Therefore, it is unknown whether development sites might incorporate infrastructure that would support energy generation from solar and wind sources. There is also uncertainty about the scale of development required to support improvements to heat networks in the District. Therefore, all residential and mixed use site options are recorded as having a negligible effect in relation to this SA objective.

## SA objective 3.2: Minimise vulnerability to tidal and fluvial flooding, without increasing flood risk elsewhere. Also minimise surface water flood risk and harm to water quality and availability.

**5.34** The location of North Somerset means that part of the District is prone to flooding particularly along coastal areas surrounding some of the major settlements within the District such as Weston-super-Mare, Clevedon and Portishead. Flood Zones 2 and 3, associated with the Severn Estuary and

waterbodies that flow into that river, cover parts of these coastal areas and extend into the rural areas on the edge of the District up to settlements on the edge of Mendip Hills. There is also potential for flood risk from the River Avon and its tributaries which flow to the west of Bristol.

**5.35** While new development in any location may offer opportunities to incorporate SuDS, and therefore have benefits relating to reducing flood risk, this would depend on the design of the proposed development and not on the location of the site.

**5.36** A total of 123 residential (114) and mixed use (9) site options fall mostly within Flood Zone 3a or 3b, within an area at high risk (each year area has a chance of flooding of greater than 3.3%) from surface water; or an area identified as being 75% or greater at risk of groundwater flooding. These sites are recorded as having significant negative effects. Suitable flood risk mitigation measures will likely be required for residential sites falling within Flood Zone 2 and Flood Zone 3.

**5.37** Minor negative effects are recorded for 124 residential (118) and mixed use (six) site options. These are sites fall mostly within Flood zone 2, within an area at medium risk (each year the area has a chance of flooding of between 1% and 3.3%) from surface water or an area identified as being between 50% to and 75% of at risk of groundwater flooding. Alternatively, some of these sites fall within a Source Protection Zone (SPZ).

**5.38** A total of 261 residential (239) and mixed use (22) site options are recorded as having a negligible effect in relation to this SA objective. These sites do not lie within an area identified as being at risk of flooding from fluvial or tidal sources or from surface water or ground water. They are also not located within an SPZ.

**SA Objective 3.3: Reduce the need to travel by car to minimise environmental impacts of unsustainable forms of travel, including transport related carbon emissions and air pollution. Ensure good access to infrastructure that promotes travel by active modes (walking and cycling)**

**5.39** Ensuring that residents have good levels of access to services, facilities and employment opportunities from housing and mixed use sites by sustainable modes of transport is likely to reduce the need to travel by car in the District. Supporting modal shift in this manner is likely to have benefits in terms of reducing congestion and air pollution associated with vehicular travel. New transport links such as bus routes and cycle lanes may be provided as part of a large-scale development but this cannot be assumed. The District has five railway stations: Weston-super-Mare, Weston Milton, Worle, Yatton and Nailsea & Backwell. For some of the residential and mixed use site options the nearest train station lies outside of the District. Avonmouth, Shirehampton, Sea Mills and Parson Street are the closest railway stations outside of the District lying on the eastern edge of North Somerset within Bristol. However, access across the River Avon is needed to access some of these stations.

**5.40** A total of 160 residential (142) and mixed use (18) site options lie within 1.8km of a railway station. These sites are expected to have significant positive effects on this objective. A further 294 residential site options and 18 mixed use site options lie more than 1.8km from a railway station but are within 450m of a bus stop and a cycle route. These sites are expected to have a minor positive effect in relation to SA objective 3.3. These sites largely fall within more rural areas; as well as on the outskirts of Weston-super-Mare; Clevedon, and in the areas surrounding Bristol Airport.

**5.41** Residential and mixed use site options that are more than 1.8km from a railway station but that are within 450m of a bus stop or a cycle route are likely to have negligible effects in relation to this SA objective. This is the case for 33 residential site options and one (HE20635) mixed use site option. HE20635 lies within the BS49 postal code area covering the rural areas near Yatton. Around half of the residential site options for which a negligible effect has been recorded fall within postal code area BS40 covering the rural area lying to the south of Bristol Airport. The remaining site options are located within areas rural spread throughout the District, Clevedon and the outskirts of Weston-super-Mare.

**5.42** Two residential site options (HE20599 and HE2010114) are more than 1.8km from a railway station and 450m from a bus stop and a cycle route. These sites are recorded as having significant negative effects on this objective. HE20599 lies on the southern edge of Bishopsworth and HE2010114 falls within the rural area on the edge of Mendip Hills AONB. None of the mixed use site options appraised are located more than 1.8km from a railway station and 450m from a bus stop and a cycle route.

## SA objective 3.4: Minimise impact on and where appropriate enhance sensitive landscapes.

**5.43** The Mendip Hills which lies towards the southern boundary of North Somerset is an Area of Outstanding Natural Beauty (AONB). The majority of the AONB falls outside of the District, however, where development falls within or in close proximity to this designation there is potential for its special character to be adversely affected. The Landscape Sensitivity Assessment commissioned by the Council [\[See reference 16\]](#) was used to inform the appraisal of sites in terms of the potential for have impacts on sensitivity landscape areas in the District.

**5.44** Where the majority of a site falls within an area assessed as having medium to high or high landscape sensitivity and/or the site lies within or is within 500m of the AONB, a significant negative effect is expected in relation to this SA objective. A total of 240 residential (222) and mixed use (18) site options meet this criterion. The majority of the residential sites likely to have significant negative effects are situated around existing settlements with high landscape sensitivity with only a small number being found towards the south of the District close to the settlements of Hutton, Banwell, Winscombe and Sandford within or within close proximity of the AONB.

**5.45** Twenty four residential site options (and no mixed use site options) are recorded as having minor negative effects. These sites are situated mainly in an area assessed having low to medium or medium landscape sensitivity. A total of 37 residential and one mixed use (HE20222) site options are recorded as being in areas of low landscape sensitivity and so will have negligible effects given that they are not likely to have an adverse effect on the local landscape character.

**5.46** The likely effect on this objective is uncertain for a total of 136 residential (118) and mixed use (18) site options. These sites lie on land that was not covered by the landscape assessment work undertaken for the District and are not within or in close proximity to the AONB; therefore their landscape sensitivity is unknown.

## **SA objective 3.5: To conserve and enhance historic places, heritage assets and their setting**

**5.47** Judgements about the likely effects of the residential and mixed use site options on the historic environment have been based on information provided by North Somerset Council. Sites have been rated by North Somerset Council as either red, amber or green in relation to the likely effects on the historic environment. These judgements have been assigned equivalent effects in the SA process as detailed in Appendix D.

**5.48** A total of 54 residential site options and one (HE2068) mixed use site option were assessed as 'green' in relation to potential effects relating to historic environment. These are sites at which no harm to a smaller level of harm in relation to the setting of heritage assets. These sites are therefore expected to have negligible effects in relation to SA objective 3.5 as they are not expected to have adverse effects on heritage assets in the plan area or surroundings. A further 100 residential option sites and 13 mixed use option sites were assessed as 'amber' in relation to potential effects on the historic environment. Development at these sites has the potential to result in harm to the setting of one or more heritage asset(s) but it is expected that this harm could be mitigated with careful masterplanning. These sites were therefore recorded as having minor negative effects in relation to SA objective 3.5.

**5.49** Significant negative effects are recorded for 30 residential option sites and five (HE2062, HE20110, HE20139, HE20223 and HE20509) mixed use option sites. These sites were assessed as 'red' in relation to potential effects relating to the historic environment. Development at these sites is expected to result in harm to the setting of one or more heritage asset(s) with little chance of mitigation through masterplanning. A further 287 residential site options and 18 mixed use site options were recorded as having uncertain effects as ratings relating to the potential impacts of development at these sites on nearby heritage assets were not able to be supplied by the Council.

**SA objective 3.6: Protect and where possible enhance biodiversity, geodiversity and green infrastructure and allow for its adaptation to climate change, particularly with respect to protected habitats and species.**

**5.50** North Somerset contains a variety of areas designated for their biodiversity interest. The District takes in 56 Sites of Special Scientific Interest (SSSIs) and 204 Wildlife Sites. The majority of North Somerset's coastline lies within the

Severn Estuary SAC, SPA and Ramsar site. Parts of the Avon Gorge Woodlands SAC lie in the far north of the District. The District also contains the North Somerset and Mendip Bats SAC around which a number of consultation zones have been declared.

**5.51** A total of 118 residential and nine mixed use site options are recorded as having significant negative effects on biodiversity and geodiversity. These sites lie within 250m of one or more internationally or nationally designated biodiversity or geodiversity sites or are within the North Somerset and Mendip Bats SAC Greater Horseshoe Bat Juvenile Sustenance Zone or consultation zone A for the SAC. A further 381 residential (353) and mixed use (28) site options lie between 250m and 1km of one or more internationally or nationally designated biodiversity/ geodiversity sites, are within 250m of a locally designated site or are within 15m of an area of ancient woodland. These sites also include those that fall within consultation zones B or C for the North Somerset and Mendip Bats SAC. These sites are recorded as having minor negative effects on biodiversity and geodiversity.

**5.52** Many of the adverse effects identified for the residential and mixed use site options reflects the extensive area covered by the consultation zones associated with the North Somerset and Mendip Bats SAC Horseshoe Bat Zone. These zones take in the majority of North Somerset (with notable exceptions including much of Weston-super-Mare and parts of Clevedon and Portishead) and signify the potential for horseshoe bats to be found within them. The need for mitigation at individual sites will be influenced by their particular sensitivities in relation to their potential to support habitats for bats, which cannot be determined at this high level of appraisal.



## Summary of effects for the employment site options by SA objective

### SA objective 1.1: Ensure a range of job opportunities are easily accessible without having to use a car

**5.53** The accessibility of new employment land in the District for residents has been considered in relation to the proximity of new employment sites to the main population centres in the District, where it is assumed many employees would travel from. These are Weston-super-Mare, Clevedon, Nailsea and Portishead. Employment site options that are within 1.8km of the boundaries of these settlement are expected to have significant positive effects. This is the case for 42 of the 75 employment site options. Minor positive effects are expected for a further 33 employment site options given that they are either within 1.8km to 2.7km of Weston-Super-Mare, Clevedon, Nailsea and Portishead or are within 1.8km of the settlement boundary of another settlement in the District.

### SA objective 1.2: Provide opportunities to improve economic wellbeing and reduce inequalities by providing good access to education and training opportunities

**5.54** Sites in the District that are developed for employment uses will all support job creation and on job training opportunities thereby helping to reduce inequality and to improve economic wellbeing. The size of the employment site is likely to influence on the number of new jobs created and the availability of

job-based training opportunities. Larger employment sites are assumed to have the potential to support training opportunities for a larger number of people.

**5.55** A total of 23 employment site options are larger than 10ha so are likely to have significant positive effects given the large number of work-based training opportunities they may support. Minor positive effects are recorded for the remaining 52 employment site options which are 10ha or smaller.

## SA objective 1.3: Promote the optimal use of land which supports regeneration, maximise re-use of previously developed (brownfield) land

**5.56** The development of greenfield land or areas of high quality agricultural land it is considered a less efficient use of land in the District. Where the re-use of brownfield sites occurs within the settlement boundaries, development is likely to support urban regeneration. For the purposes of the appraisal, land within a settlement boundary, not designated as open space is considered brownfield land (as explained in Chapter 2).

**5.57** Fourteen employment site options are classified as brownfield land and so are recorded as having significant positive effects. 18 employment site options are recorded as having significant negative effects in relation to this SA objective as they lie mostly on greenfield land and contain land which mostly has an agricultural value of Grade 1 or 2. A further 38 employment site options are classified as greenfield sites and contain mostly land with an agricultural value of Grade 3. The potential significant negative effects are uncertain for these sites given that the split of Grade 3 agricultural land in the District between Grade 3a (good quality) and Grade 3b (not classed as good quality) is currently unknown.

**5.58** Minor negative effects are expected for the remaining six employment site options. These sites are classified as greenfield sites which contain mostly land with an agricultural value of Grade 4 or 5 or are classified as urban land.

## SA objective 1.4: Promote development which requires a deliverable level of high-quality and sustainable infrastructure.

**5.59** Discussions about the potential infrastructure requirements at the various site options being considered for inclusion in the plan are still at an early stage. Therefore, it is difficult to anticipate the expected delivery which would result at each site and all employment site options are recorded as having a negligible effect in relation to this SA objective.

## SA objective 2.1: Boost housing delivery and meet the housing need identified within the plan period.

**5.60** Employment site options will not influence the delivery of the required level of housing for the District over the plan period. Therefore, all 75 employment site options are recorded as having a negligible effect in relation to this SA objective.

## SA objective 2.2: Deliver affordable or specialist housing where it is most needed to meet the needs of North Somerset's population

**5.61** SA objective 2.2 relates to the delivery of affordable and specialist housing. The employment site options identified across the District will not affect the delivery of affordable and specialist housing; therefore the effects of all of the 75 employment site options on SA objective 2.2 are negligible and no likely significant effects (either positive or negative) are identified.

## SA objective 2.3: Achieve reasonable access to a wide range of community, educational, town centre and healthcare facilities

**5.62** Where employment sites have good access to town, district and local centres employees will have better access to a wide range of services and facilities that they might make use of before or after working hours and during breaks. Employment site options that are close to or on the edge of town, district and local centres will likely have the best access to service and facilities.

**5.63** Nine of the 75 employment site options lie within 720m of one of the town centres in the District. These sites are likely to have significant positive effects in relation to SA objective 2.1. A further six employment site options (LUC\_1, LUC\_9, LUC\_19, LUC\_20, LUC\_21 and LUC\_55) lie within 720m of a district centre but not a town centre. These sites are recorded as having a minor positive effect.

**5.64** Negligible effects are identified for 20 of the employment site options as they are within 720m of a local centre but not a town or district centre. The 40 remaining employment site options are located more than 720m from a town, district or local centre. Therefore, these sites are likely to have a significant negative effect in relation to access to services and facilities.

## SA objective 2.4: Enhance community cohesion and community facilities provision including cultural facilities

**5.65** Given the nature of development that would be delivered at new employment site options, individual sites are unlikely deliver community facilities which could support community cohesion in the same manner as residential and mixed use site options. All 75 employment site options have therefore been

recorded as having negligible effects and no likely significant effects (either positive or negative) were identified.

## SA objective 2.5: Achieve healthy living opportunities promoting good access to healthcare centres, open spaces, Public Rights of Way, walking and cycling opportunities, and outdoor leisure activities

**5.66** Employment site options in close proximity to the services and facilities that support healthy living opportunities (for example healthcare centres, facilities that allow for physical activities and active travel routes) are likely to benefit the health of employees at these locations. It is assumed that at employment site options, employees may travel to these locations before or after working hours or during breaks to make use of facilities. Where active travel routes are in close proximity to these site options there is potential to support commuting by active modes.

**5.67** For 18 employment sites options, a significant positive effect has been recorded. These sites options are considered to be of a very large or large scale and so could support the delivery of significant new green infrastructure. Some of these sites are within 720m of at least one healthcare centre, one type of open space, one PROW, one cycling route and one indoor/outdoor leisure facility. For two of these site options (LUC\_32 and LUC\_48) the significant positive effect is combined with a significant negative effect given that they contain an area of open space or recreation facility that might be lost to employment development.

**5.68** A minor positive effect was record for 57 employment site options. These sites are within 720m of at least two of types of facility that support heath and wellbeing (for example a healthcare centre and an open space or a PROW and an outdoor leisure facility, etc.). For five of these employment site options

(LUC\_2, LUC\_11, LUC\_15, LUC\_57 and LUC\_58) significant negative effects are expected in combination with the minor positive effects given that they contain an area of open space or recreation facility that might be lost to development.

## **SA objective 3.1: Reduce carbon emissions by supporting appropriate decentralised renewable energy generation**

**5.69** Discussions about the potential infrastructure requirements at the various site options being considered for inclusion in the plan are still at an early stage. Therefore, it is unknown whether sites might incorporate infrastructure that would support energy from solar and wind sources. There is also uncertainty about the scale of development required to support improvements to heats networks in the District. Therefore, all employment site options are recorded as having a negligible effect in relation to this SA objective.

## **SA 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**

**5.70** The location of North Somerset means that part of the District is prone to flooding particularly along coastal areas surrounding some of the major settlements within the District such as Weston-super-Mare, Clevedon and Portishead. Flood Zones 2 and 3, associated with the Severn Estuary and waterbodies that flow into that river, cover parts of these coastal areas and extend into the rural areas on the edge of the District up to settlements on the edge of Mendip Hills. There is also potential for flood risk from the River Avon and its tributaries which flow to the west of Bristol.

**5.71** While new employment development in any location may offer opportunities to incorporate SuDS, and therefore have benefits relating to reducing flood risk, this would depend on the design of the proposed development and not on the location of the site.

**5.72** Significant negative effects are recorded for 26 of the 75 employment site options. These sites are either mostly within Flood Zone 3a or 3b, an area with greater than 3.3% of flooding in a given year from surface water or within an area identified as being at greater than 75% risk of groundwater flooding.

**5.73** A total of 19 employment site options are expected to have minor negative effects in relation to flood risk. These sites mostly fall within either Flood Zone 2, an area at risk of flooding between 1% and 3.3% from surface water or an area identified as being between 50% and 75% of at risk of groundwater flooding. Alternatively, some of these sites may fall mostly within a Source Protection Zone (SPZ).

**5.74** The remaining 30 employment site options do not lie within an area identified as being at risk of flooding from fluvial or tidal sources, surface water or ground water and is not within a Source Protection Zone. Therefore, these sites are recorded likely to have negligible effects in relation to flood risk.

**SA objective 3.3: Reduce the need to travel by car to minimise environmental impacts of unsustainable forms of travel, including transport related carbon emissions and air pollution. Ensure good access to infrastructure that promotes travel by active modes (walking and cycling)**

**5.75** Good levels of access to sustainable transport modes including public transport and active travel routes offers the opportunity for employees to commute without the need for a car. This movement away from reliance on journeys by private vehicle is likely to reduce the potential for congestion and air pollution in the District.

**5.76** Twenty four employment site options lie within 1.8km of a railway station. Therefore, these sites are likely to have significant positive effects in relation to this SA objective. A further 47 employment site options lie more than 1.8km from a railway station but within 450m of a bus stop and cycle route. Therefore, minor positive effects are recorded for these sites.

**5.77** Employment site options that lie more than 1.8km from a railway station but within 450m of a bus stop or cycle route are expected to have a negligible effect in relation to this SA objective. This effect was recorded for four employment site options (LUC\_42, LUC\_64, LUC\_68 and LUC\_74).

**5.78** Only one employment site option (LUC\_76) is recorded as having a significant negative effect on this objective. This site is located to the south of Winscombe and lies more than 1.8km from a railway station and 450m from a bus stop and cycle route limiting access to sustainable transport modes. If this site were to be taken forward in the Local Plan it would be particularly important



that consideration is given to integrating sustainable transport links within the development of the site.

## SA objective 3.4: Minimise impact on and where appropriate enhance sensitive landscapes

**5.79** The Mendip Hills which lies towards the southern boundary of North Somerset is an Area of Outstanding Natural Beauty (AONB). The majority of the AONB falls outside of the District, however, where development falls within or in close proximity to this designation there is potential for its special character to be adversely affected. The Landscape Sensitivity Assessment commissioned by the Council [\[See reference 17\]](#) was used to inform the appraisal of sites in terms of the potential for them to have impacts on sensitivity landscape areas in the District.

**5.80** Significant negative effects are recorded for 32 of the 75 employment site options. Many of these sites contain land that is mostly identified as being of medium to high or high landscape sensitivity. Some of these sites lie within the boundaries of the AONB or within 500m of the designation. The majority of these sites are situated along settlement boundaries which have medium to high or high landscape sensitivity. Two employment sites (LUC\_69 and LUC\_70) contain land that is mostly identified to be of low to medium or medium landscape sensitivity. Minor negative effects are recorded for these site options in relation to landscape.

**5.81** Only one employment site option (LUC\_32) is expected to have a negligible effect in relation to SA objective 3.4 as the majority of this site has been identified to have low landscape sensitivity.

## SA objective 3.5: To conserve and enhance historic places, heritage assets and their setting

**5.82** Judgements about the likely effects of the employment site options on the historic environment have been based on information provided by North Somerset Council. Sites have been rated by North Somerset Council as either red, amber or green in relation to the likely effects on the historic environment. These judgements have been assigned equivalent effects in the SA as detailed in Appendix D.

**5.83** All 75 employment site options are recorded as having uncertain effects as the Council has not been able to provide a rating regarding the potential impact of development at these sites in relation to the setting of heritage assets in the District.

## SA objective 3.6: Protect and where possible enhance biodiversity, geodiversity and green infrastructure and allow for its adaptation to climate change, particularly with respect to protected habitats and species

**5.84** North Somerset contains a variety of areas designated for their biodiversity interest. The District takes in 56 Sites of Special Scientific Interest (SSSIs) and 204 Wildlife Sites. The majority of North Somerset's coastline lies within the Severn Estuary SAC, SPA and Ramsar site. Parts of the Avon Gorge Woodlands SAC lie in the far north of the District. The District also contains the North Somerset and Mendip Bats SAC around which a number of consultation zones have been declared.

**5.85** Fourteen employment sites are recorded as likely to have a significant negative effect on biodiversity and geodiversity as they lie within 250m of one or more internationally or nationally designated biodiversity or geodiversity sites or lie within the North Somerset and Mendip Bats SAC Greater Horseshoe Bat Juvenile Sustenance Zone or Consultation Zone A for the SAC. Minor negative effects are recorded for the remaining 61 employment sites. These sites lie within Consultation Zone B or C for the North Somerset and Mendip Bats SAC.

**5.86** Many of the adverse effects identified for the employment site options reflect the extensive area covered by the consultation zones associated with the North Somerset and Mendip Bats SAC Horseshoe Bat Zone. These zones take in the majority of North Somerset (with notable exceptions including much of Weston-super-Mare and parts of Clevedon and Portishead) and signify the potential for horseshoe bats to be found within them. The potential need for mitigation at individual sites will be influenced by their particular sensitivities in relation to the potential to support habitats for bats, which cannot be determined at this high level of appraisal.

## **Sites proposed for allocation in the Preferred Option Local Plan**

**5.87** The Preferred Options Local Plan has taken forward a number of residential, mixed use and employment site options as proposed allocations. Some of these sites are set out through individual policies specific for the sites in question (i.e. Policies LP1: Strategic location: Wolverhill (north of Banwell) and LP2: Strategic location: Yanley Lane (Woodspring golf course), while those at Nailsea and Backwell are allocated through the policy addressing development at that settlement (Policy LP3) and the remaining have been allocated by relevant schedules in the plan document. The appraisal of the spatial strategy in Chapter 6 of this report reflects the likely sustainability effects of all sites proposed for allocation in the Local Plan.

**5.88** Consideration of the mitigation which might be achieved through the requirements of site specific policies is reflected in the appraisal of the site allocation policies (Policies LP1 and LP2) also in Chapter 6. The initial 'policy off' approach to the appraisal (as presented here in Chapter 5) allows for consistency where the same level of information may not be available for all site options.

## Chapter 6

# Sustainability Appraisal Findings - Preferred Options Local Plan

**6.1** This Chapter sets out the assessments of the policies included in the Preferred Options North Somerset Local Plan 2038 (February 2022). The policy assessments are presented in relation to the chapter of the Local Plan in which they appear.

## Vision and Strategic Priorities

**6.2** The Vision and Strategic Priorities are expected to have positive effects across the range of SA objectives as they are aspirational in nature. They have therefore not been appraised individually against each SA objective and the policies that will deliver the Vision and Strategic Priorities have been appraised throughout this chapter.

## Strategic Policies

**6.3** The likely effects of the Strategic Policies are summarised in Table 6.1 below and are described below the table.

Table 6.1: Likely SA effects of the Strategic Policies

SA objectives	SP1: Sustainable Development	SP2: Climate Change	SP3: Spatial Strategy	SP4: Placemaking	SP5: Towns	SP6: Villages and Rural Areas	SP7: Green Belt	SP8: Housing	SP9: Employment	SP10: Transport	SP11: Green infrastructure and historic environment	SP12: Minerals
1.1: Access to jobs	+	0	++/-	0	0	0	+	++/-	++	+	0	+/-
1.2: Economic wellbeing	+	0	++	+	0	+	0	++	++	0	0	+
1.3: Optimal use of land	+	+	--/+	+	+	+	+	--/+	+/-	0	+	0
1.4: Infrastructure	+	0	+	0	0	0	0	+	+	0	0	0
2.1: Housing	+	0	++	0	0	+	0	++	0	0	0	0
2.2: Affordable housing	0	0	+	0	0	0	0	++	0	0	0	0

**Chapter 6** Sustainability Appraisal Findings - Preferred Options Local Plan

SA objectives	SP1: Sustainable Development	SP2: Climate Change	SP3: Spatial Strategy	SP4: Placemaking	SP5: Towns	SP6: Villages and Rural Areas	SP7: Green Belt	SP8: Housing	SP9: Employment	SP10: Transport	SP11: Green infrastructure and historic environment	SP12: Minerals
2.3: Access to facilities	+	0	++/-	0	+	+	+	++/-	+/-	0	0	0/-
2.4: Community cohesion	0	0	++/-	+	0	0	+	++/-	++	0	0	0
2.5: Healthy living	+	+	++/-	+	0	+	+	++/-	+/-	+	+	0/-
3.1: Renewable energy	+	++	0	+	0	+	0	0	0	++	0	0
3.2: Flooding and water quality	+	++	-	+	0	0	+	-		0	0	0
3.3: Reduce car use	+	+	++/-	0	+	+	+	++/-	++/-	++	0	-

**Chapter 6** Sustainability Appraisal Findings - Preferred Options Local Plan

SA objectives	SP1: Sustainable Development	SP2: Climate Change	SP3: Spatial Strategy	SP4: Placemaking	SP5: Towns	SP6: Villages and Rural Areas	SP7: Green Belt	SP8: Housing	SP9: Employment	SP10: Transport	SP11: Green infrastructure and historic environment	SP12: Minerals
3.4: Landscape/townscape	+	0	--	++	++	++	++	--	-	0	++	-
3.5: Heritage	+	0	--	+	0	0	+	--	-	0	++	-
3.6: Biodiversity	+	+	--	+	0	+	+	--	--	0	++	0



## SP1: Sustainable Development

**6.4** This is an overarching policy which promotes sustainable development in North Somerset and specifically refers to most of the topics addressed by the SA objectives albeit in a general way. Therefore, there are likely to be minor positive effects on most of the SA objectives as a result of the policy.

## SP2: Climate Change

**6.5** This policy specifically aims to address climate change mitigation and adaptation, including by encouraging renewable energy generation and use and reducing the risk of flooding; therefore significant positive effects are likely in relation to SA objectives 3.1: Renewable energy and 3.2: Flooding and water quality. Minor positive effects are also likely in relation to SA objective 2.5: Healthy living, as the policy should help to reduce the health-related impacts of flooding, and in relation to SA objective 3.3: Reduce car use, as the policy seeks to prioritise active travel and public transport use. Promoting the reuse of existing buildings and structures will also have a minor positive effect on SA objective 1.3: Optimal use of land.

## SP3: Spatial Strategy

**6.6** The appraisal of the spatial strategy for North Somerset considers the location of residential and employment development allocated through the Local Plan, as summarised in the overall strategy.

**6.7** In line with policy SP3, the proposed residential site allocations included in the plan are located mainly towards the larger settlements in the plan area where the highest concentration of jobs and existing employment sites are found. This includes at Clevedon, Nailsea, Portishead and Weston-super-Mare,

the latter which also provides nearby access to the Junction 21 Enterprise Area. The strategic site at Yanley Lane is less well related to sizeable settlements in the plan area, but is in close proximity of Long Ashton as well as job opportunities within the Bristol urban area. This site is also to incorporate new employment land as part of its development. Residential sites at the smaller settlements in the plan area will provide more limited access to employment opportunities but are likely to support the viability of these locations. A mixed significant positive and minor negative effect is therefore expected in relation to SA objective 1.1: Access to jobs.

**6.8** Employment sites proposed in the Local Plan are set out over a total area of 70.6 ha, with the scale of land supply reflecting these differing employment scenarios set out in the North Somerset Employment Land Review (2018) and the West of England Employment Land and Spatial Needs Assessment (2021). The sites for employment use are mostly limited to the larger settlements of Weston-super-Mare, Clevedon and Portishead, which will support access to employment for a high number of existing and new residents. The allocation of these sites is also likely to support long term economic growth by allowing for employment uses at historically viable locations where there are likely to be more limited requirements for infrastructure improvements to support this type of development. The spatial strategy also allows for some a level of employment growth at smaller settlements including Long Ashton and Yatton, thereby preventing an over reliance on employment sites at the larger settlements. Overall a significant positive effect is expected in relation to SA objective 1.2: Economic wellbeing.

**6.9** The spatial strategy includes a focus on the existing urban areas in the District, which will promote the use of previously developed land. This considered, many of the sites allocated in the Local Plan take in large areas of greenfield land with higher agricultural value (Grade 3 agricultural land or higher). This includes strategic sites to the south of Long Ashton at Yanley Lane, and to the south east of Weston-super-Mare at Wolverhill. Notable areas of higher value agricultural soils (Grade 2 and higher) may be lost to development at sites to the south and south east of Nailsea and north east and north west of Backwell. A mixed minor positive and significant negative effect is therefore expected in relation to SA objective 1.3: Optimal use of land.

**6.10** The spatial strategy for the allocation of residential and employment development in the District is supported by the identification of sites for educational, sporting, leisure, and community facilities as well as transport infrastructure. The delivery of these supporting facilities and infrastructure will help achieve the successful functioning of new development in the plan. Important infrastructure improvements to mitigate the potential effects of new development include the re-opening of Portishead Branch Line and the Banwell Bypass and the potential for mass transit corridors from Bristol along the A38 to the Airport and A370 to Nailsea. It is also expected that delivering a high proportion of new development at the more built up areas will provide many residents with good access existing infrastructure. A minor positive effect is expected in relation to SA objective 1.4: Infrastructure.

**6.11** The spatial strategy for the District includes sites to achieve the delivery of a minimum of 20,085 new dwellings over the plan period. This will include the delivery of 13,295 dwellings to meet the population projections for the District and 7,180 dwellings to meet the needs of inward migration as identified by the evidence in the West of England Local Housing Needs Assessment (2021). The inclusion of a number of larger proposed site allocations in the Local Plan is likely to support the achievement of affordable homes in the North Somerset, while allocating smaller sites will support faster build out rates. Furthermore, a number of larger sites, most notably to the south east of Weston-super-Mare at Wolverhill and towards Nailsea and Backwell include land within LSOAs identified as being within the 20% and 30% most deprived in England in terms of barriers to housing and services as per the findings of the 2019 IMD. A significant positive effect is therefore recorded in relation to SA objective 2.1: Housing and a minor positive effect is expected in relation to SA objective 2.2: Affordable housing.

**6.12** The focus that the spatial strategy places on development within the larger settlements is likely to mean that a majority of residents have good access to a wide range of services and facilities. The new community services provided for in the plan will supplement those existing in North Somerset. Furthermore, allowing for some level of growth at a number of the smaller but still important settlements in the plan area will help to sustain some level of rural service provision and support the viability of these settlements. It should be

acknowledged that development delivered at the less developed settlements in the plan area will result in some residents having more limited access in terms of service provision. Furthermore, while the mixed use development at Yanley Lane will provide new services and act as a new sustainable community in the longer term, it is likely that earlier occupiers of the site may lack access to certain types of provisions as the site is built out. Further, the relationship between the site and the Bristol urban area is likely to be affected by the path of Colliters Way which results in some severance between the two areas. Mixed minor positive and minor negative effects are therefore recorded on SA objectives 2.3: Access to facilities and 2.4: Community cohesion.

**6.13** The support for new community facilities (including new sports facilities and allotments as well as active transport infrastructure) set out in the Local Plan and the location of much of the residential development at the larger settlements which benefit from access to a healthcare centre is likely to benefit public health in North Somerset. The overall distribution of development in the plan area is expected to promote the self-containment of many settlements in the longer term which is likely to help reduce car use and increase the proportion of trips made by active modes of transport, supporting further benefits for local health and wellbeing. The spatial strategy includes some release of Green Belt land for development; however the designation is broadly unchanged in these regards with the main exceptions being at Yanley Lane and Nailsea and Backwell. Many residents will therefore also benefit from good access to the open countryside where there are likely to be opportunities for active recreation. It is noted, however, that as part of the more limited access to services and facilities at the smaller settlements in the plan area, some residents will not benefit from good access to healthcare facilities. Therefore, the significant positive effect expected in relation to SA objective 2.5: Healthy living is combined with a minor negative effect.

**6.14** Parts of the main settlements of North Somerset at Weston-super-Mare, Portishead and Clevedon lie within higher risk flood areas. As such, some of the sites allocated to deliver the overall spatial strategy lie in areas of higher flood risk. Of the larger sites set out for allocation in the Local Plan, Wolvershill and Yanley Lane include small portions of land within an area identified to have 1 in 30 years risk of surface water flooding. One of the larger sites at Nailsea

includes some land which is identified as having between 25% and 50% susceptibility to ground waterflooding. It is also recognised that the relatively large amount of greenfield land take required for development within the plan area may have implications for existing drainage patterns in the District, although the appropriate incorporation of SuDS is likely to help address this issue. Land to the south west of Weston-super-Mare and parts of Cleveon, Portishead and Nailsea fall within SPZs. The inclusion of new development sites through the spatial strategy at these locations is likely to have adverse effects relating to water quality. A minor negative effect is therefore recorded in relation to SA objective 3.2: Flooding and water quality.

**6.15** The level of development to be provided over the plan period will invariably result in an increased need to travel in the plan area as new homes and employment land is occupied. However, as noted previously, the spatial strategy is likely to help promote a degree of self-containment across many settlements in the plan area. Many residents will still depend on access to Bristol to the north east for employment and services; however the transport infrastructure supported through the spatial strategy include the potential mass transit improvements along the A38 and A370 towards the city which is likely to help limit car dependency and congestion as well as air pollution and carbon emissions. Furthermore, many of the settlements which will accommodate a large number of new homes benefit from access to a railway station. It is worth highlighting the development to be provided at Nailsea and Backwell. At this location the accessibility of existing railway station is to be built upon through the allocation of a number of sites in close proximity. Dependency on travel by car is considered most likely from the smaller settlements where residential development is allocated. Overall a mixed significant positive and minor negative effect is expected on SA objective 3.3: Reduce car use.

**6.16** The focus of development at the main urban centres in the plan area is likely to help preserve the existing character of the landscape and will help bring brownfield sites back into use. While some Green Belt land has been released for development much of the designation is to be preserved thereby helping to limit the potential for coalescence between settlements and maintaining the openness of the countryside. However, some of the land that is released from the Green Belt at Yanley Lane and Nailsea and Backwell has been identified as

having higher landscape sensitivity. Furthermore, growth between Nailsea and Backwell will lead to some reduction in the gap between these settlements, although this is to be offset by the addition of a new area of land to Green Belt between the settlements. Many parts of the land surrounding the larger settlements is identified to have higher sensitivity to development and the southern portion of the District contains the Mendip Hills AONB. Proposed residential allocations at Hutton, Bleadon, Winscombe, Banwell, Sandford and Churchill/Langford have potential to have impacts on the setting of the AONB, however, the majority of these sites have medium sensitivity to development. A significant negative effect is therefore expected in relation to SA objective 3.4: Landscape.

**6.17** The appraisal of the proposed allocation sites has been informed by input from the Council's historic environment officer who assigned a RAG (red/amber/green) rating to sites based on the potential for harm to result to nearby heritage assets. The majority of the sites have been assessed as 'green' with limited potential for adverse effects on the historic environment. However, a small number of sites at Bleadon, Churchill/Langford, Nailsea and Backwell and Long Ashton were rated as 'red' with the complete mitigation of harm likely to be difficult. As such, a significant negative effect is expected in relation to SA objective 3.5: Heritage.

**6.18** The relatively high level of greenfield land take and human activities associated with the construction and occupation of new buildings in the plan area is likely to increase pressures on wildlife, through habitat loss, fragmentation and disturbance. Much of the western coastal area is designated as the Severn Estuary SSSI, SAC, SPA and Ramsar site. Furthermore, Puxton Moor, Tickenham, Nailsea and Kenn Moors and Biddle Street, Yatton SSSIs cover large parts of the central areas of the District. Much of the District also lies within the Horseshoe Bat Zone A, B or C or the Greater Horseshoe Bat Juvenile Sustenance Zone associated with the North Somerset & Mendip Bats SAC. Some of the development at Nailsea and Backwell falls within Horseshoe Bat Zones A and B and in close proximity to Nailsea and Kenn Moors SSSI. Furthermore, proposed development allocations towards Portishead and Clevedon are relatively close to Gordano Valley SSSI, Nightingale Valley SSSI

and Weston Big Wood SSSI. Overall a significant negative effect is expected on SA objective 3.6: Biodiversity.

## SP4: Placemaking

**6.19** This policy includes a range of requirements for development to ensure that it contributes to placemaking. The requirements relating to high quality architecture, landscaping, design and layout mean that a significant positive effect is expected in relation to SA objective 3.4: Landscape/townscape. Minor positive effects are also likely in relation to SA objectives 3.5: Heritage and 3.6: Biodiversity as the policy requires local heritage to be reflected and enhanced and promotes the use of Green Infrastructure and supports biodiversity net gain. The measures in the policy seeking to create balanced and sustainable communities also mean that minor positive effects are likely in relation to SA objectives 1.2: Economic wellbeing, 2.4: Community cohesion and 2.5: Healthy living, particularly as the policy specifically refers to enabling healthy lifestyles. Land must be used efficiently; therefore a minor positive effect is likely in relation to SA objective 1.3: Optimal use of land.

## SP5: Towns

**6.20** A significant positive effect on SA objective 3.4: Landscape/townscape is expected from this policy as it requires developments within Weston-super-Mare, Clevedon, Nailsea and Portishead to make a positive contribution to the built environment and sense of place and the creation of safe and attractive environments in those towns. Minor positive effects are also likely in relation to SA objective 1.3: Optimal use of land as the policy promotes higher housing densities, particularly at town centres and in accessible locations, and SA objective 2.3: Access to facilities as the policy seeks to focus most services and facilities in town centres which will be accessible to more people, particularly those without cars. A minor positive effect on SA objective 3.3: Reduce car use is also therefore likely.



## SP6: Villages and Rural Areas

**6.21** A significant positive effect on SA objective 3.4: Landscape/townscape is expected from this policy as it requires new development within villages to result in a form, design and scale of development which is high quality, respects and enhances the local character, contributes to placemaking and the reinforcement of local distinctiveness, and can be readily assimilated into the village. Minor positive effects are likely in relation to SA objectives 2.5: Healthy living and 3.3: Reduce car use because the policy requires the location of development to maximise opportunities to walk, cycle and use sustainable transport. A minor positive effect is also likely in relation to SA objective 1.2: Economic wellbeing as the policy requires new developments to complement local centres and contribute to their viability. The policy prioritises the use of previously development sites and supports the re-use of previously developed land in rural areas where it delivers net zero carbon development and makes a positive contribution to biodiversity; therefore minor positive effects are likely in relation to SA objectives 1.3: Optimal use of land, 3.1: Renewable energy and 3.6: Biodiversity. A minor positive effect is also likely in relation to SA objective 2.1: Housing as the policy requires the size, type, tenure and range of new housing in rural areas to reflect local needs, and in relation to SA objective 2.3: Access to facilities as the policy requires developments to connect with local facilities via walking, cycling and sustainable transport infrastructure.

## SP7: Green Belt

**6.22** Policy LP8 in the Local Plan sets out the principle of the Green Belt designation and proposed updates to that designation in North Somerset. The appraisal of Policy LP8 later in this chapter has considered the specific locations and changes to the Green Belt boundary and the detail of this appraisal has therefore not been repeated in relation to Policy SP7.

**6.23** A minor positive effect is expected for Policy SP7 on SA objective 1.1: Access to jobs given that the Green Belt designation will help to limit residential development at more rural locations where jobs are less likely to be accessible.



It is also more likely to result in bringing urban brownfield land back into use and a minor positive effect is also recorded in relation to SA objective 1.3: Optimal use of land. The Green Belt designation will help direct development to the more developed centres of the plan area where a wider range of services and facilities (including those for community uses) are located, thereby supporting a degree of community cohesion and encouraging travel by active modes. The preservation of Green Belt as mostly undeveloped is also likely to support opportunities for active recreation in North Somerset. Minor positive effects are therefore recorded on SA objectives 2.3: Access to facilities, 2.4: Community cohesion, 2.5: Healthy living and SA objective 3.3: Reduce car use. It is also expected that limiting the development of greenfield land in the open countryside may help to limit adverse impacts on natural drainage patterns in the District and the proliferation of impermeable surfaces. A minor positive effect is recorded in relation to SA objective 3.2: Flooding and water quality.

**6.24** The Green Belt presently helps to prevent the urban sprawl of the city of Bristol. The Green Belt also acts to preserve the character of settlements and areas of countryside that contribute to the setting of heritage assets in the plan area. The policy is therefore expected to result in respective significant positive and minor positive effects in relation to SA objective 3.4: Landscape/townscape and 3.5: Heritage. By helping to limit the amount of development in areas which are presently less developed and are likely to have value for ecology (much of which is undesignated) Policy SP7 is likely to help preserve wildlife in the District. A minor positive effect is recorded in relation to SA objective 3.6: Biodiversity.

## SP8: Housing

**6.25** Policy SP8 sets out the level of housing to be provided in North Somerset as well as by the settlements in the District. The effects of delivering the total level of development distributed across the District have been appraised in relation to Policy SP3 earlier in this chapter and given that this development comprises mostly residential uses, the expected effects are not repeated here. In general, more positive effects are expected in relation to the economic and

social objectives and more negative effects are expected in relation to the environmental objectives.

**6.26** The amount of housing proposed for delivery in the District through Policy SP8 will meet the calculated need (20,085 dwellings) up to 2038. The policy also sets out approach to achieving the required the level of affordable housing delivery (4,802 dwellings) over the plan period for larger sites and for different parts of the District. In addition to those effects identified for the spatial strategy included in the plan (i.e. Policy SP3), Policy SP8 is expected to have significant positive effects in relation to SA objectives 2.1: Housing and 2.2: Affordable housing.

## SP9: Employment

**6.27** Policy SP9 sets out the amount of employment land to be provided in North Somerset as well as by broad settlements categories in the District. The effects of delivering the total level of development distributed across the District have been appraised in relation to Policy SP3 earlier in this chapter. In general, more positive effects are expected in relation to the economic and social objectives as a result of this policy and more negative effects are expected in relation to the environmental objectives. It is recognised that the proposed allocations for employment make up a smaller proportion of the overall proposed growth for the District than the proposed residential allocations. Therefore, the appraisal of Policy SP9 highlights where effects specific to these elements of development may result.

**6.28** The level of employment land provided for in the Local Plan (70.6ha) reflects the findings of the available evidence through the Experian forecasts for the District as well as the West of England Employment Land and Spatial Needs Assessment (2021). It also builds in a buffer in the amount of land supplied in the event that support economic recovery in the District in the coming years is stronger than anticipated. The employment land allocations are mostly focussed at the main towns of the District (including towards the Junction 21 Enterprise Area by Weston-super-Mare) and towards the edge of Bristol as

well as the proposed strategic allocation at Yanley Lane, with some small scale employment land included at less developed locations to meet local needs. The sites included are located to respond to existing labour markets, have been demonstrated to be attractive to potential investors and have potential to support self-containment. The incorporation of employment land at Yanley Lane is seen as particularly important to providing new residents with good access to employment. Although this site is relatively well related to Bristol to the east, it is a presently undeveloped location and the existing strategic road network presently results in a degree of severance in this direction. Given the potential for the amount of employment land and its distribution across the District to allow for a high number of residents to access to jobs, meet the economic projects for the District and support economic growth in sustainable locations, significant positive effects are expected in relation to SA objectives 1.1: Access to jobs and 1.2: Economic wellbeing.

**6.29** The strategy for employment growth in the plan area includes a focus at the larger settlements where there is generally more potential for the reuse of previously developed land. The policy expressly states that the reuse of existing business sites and other brownfield land is to be given priority at the villages in North Somerset. A minor positive effect is therefore expected in relation to SA objective 1.3: Optimal use of land. This is combined with a minor negative effect, however, given that a number of the sites proposed for employment use are greenfield and contain relatively large areas of agricultural soils of Grade 3 value or higher. Most notably this is the case at proposed strategic allocation Yanley Lane, which is currently undeveloped to the west of Bristol.

**6.30** The focus of employment land mostly at the larger settlements of the plan area will result in a large proportion of development occurring where existing infrastructure can support that growth. Furthermore, employees may make use of existing provisions at these settlements before and after working hours and during break times. A minor positive effect is therefore expected in relation to SA objective 1.4: Infrastructure.

**6.31** The distribution of employment development mostly across the main settlements in the District is also likely to help support access for residents to existing services and facilities, including those of importance in terms of health

and wellbeing. Minor positive effects are therefore expected in relation to SA objective 2.3: Access to facilities and 2.5: Healthy living. Given the smaller level of provision proposed for the less developed locations within the District where service provision is weaker, minor negative effects are expected in combination with the minor positive effects recorded for these SA objectives. In addition to supporting access to essential service and facilities, the potential to support increased levels of self-containment in the District and its settlements will be of importance in terms achieving community cohesion in the area. The overall level of employment land proposed and its distribution mostly to larger population centres is likely to help achieve this aim and significant positive effect is expected in relation to SA objective 2.4: Community cohesion.

**6.32** Areas of the District are at risk of flooding from fluvial and tidal sources, particularly to the west towards the Severn Estuary. This includes part of the larger settlements and as such the focus of employment land at these locations may result in a higher number of people and businesses being affected by flood risk. The delivery of employment land at Yanley Lane has the potential to be affected by small portions of land within an area identified to have 1 in 30 years risk of surface water flooding. The majority of the proposed employment sites are not identified as being susceptible to ground waterflooding although parts of Portishead to the east are within areas identified as having between 50% and 75% susceptibility to this type of flood risk. Furthermore, sites to the south east of Weston-super-Mare have the potential to affect water quality given the presence of a SPZ and there are similar issues within much of Nailsea, to the east of Nailsea where proposed employment site allocations are located. Overall a minor negative effect is expected in relation to SA objective 3.2: Flood and water quality.

**6.33** Providing new employment land in North Somerset is likely to result in an increase in the number of journeys made for work on a regular basis. This is likely to have adverse implications for local congestion, air quality and carbon emissions. However, delivering this type of growth in step with planned housing growth at the larger settlements in the plan area will help support self-containment and may also help promote modal shift (particularly by walking and cycling) where sites are close to existing and new dwellings. Many residents presently rely on access to jobs in Bristol (with Weston-super-Mare and the

other main settlements of importance for local commuting) and locating employment land to limit the need for residents to travel longer distances will help reduce car use. The main settlements in North Somerset also support access by public transport given the stronger existing connections (including by rail) at the larger settlements. A mixed significant positive and minor negative effect is therefore expected in relation to SA objective 3.3: Reduce car use.

**6.34** The majority of the employment sites are located within the existing urban areas and at other locations in the District the re-use of brownfield land is to be supported for this type of use. Furthermore, at the villages, employment growth should be of an appropriate scale and character. It is therefore expected that the employment growth set out in the Local Plan will have more limited impacts on local landscape character given that the most disturbed areas and areas potentially most vulnerable to change are within the open countryside. However, the development of the Yanley Lane, which is to include a relatively large amount of employment land, requires the release of Green Belt land, some of which has been identified as having higher landscape sensitivity. Overall, a minor negative effect is expected in relation to SA objective 3.4: Landscape.

**6.35** Delivering a large proportion of employment development towards the larger settlements in the District has the potential to affect the settings of a number of heritage assets given that many of these assets are found within or close to the settlement boundaries. There is potential for the proposed employment sites at Clevedon to adversely affect the settings of a number of Grade II Listed Buildings. Furthermore, employment land included at Portishead and Backwell is in relatively close proximity to Listed Buildings as well as Backell West Town and Portishead West Hill and Welly Bottom Conservation Areas, respectively. The provision of new development (including proposed new employment land) at Yanley Lane has the potential to result in adverse effects in relation to the settings of Colliter's Brook Farmhouse and Castle Farmhouse Grade II Listed Buildings. The requirement included in the policy that employment development at the villages will be supported where it is of an appropriate scale and character is likely to help preserve the settings of heritage assets at these locations. Overall, a minor negative effect is expected in relation to SA objective 3.5: Heritage.

**6.36** The delivery of new employment development in the plan area will require some level of greenfield land take which will have adverse effects in relation to biodiversity. Construction activities and activities associated with the occupation of new buildings for business will result in some habitat loss, fragmentation and disturbance. The proposed employment development is expected to result in more limited impacts than the housing growth over the plan period given its smaller scale and the direction of much of this growth to already developed areas. While these areas may hold some biodiversity value, they are likely to be less sensitive than more disturbed countryside locations. However, given that much of the District lies within the Horseshoe Bat Zone A, B or C or the Greater Horseshoe Bat Juvenile Sustenance Zone associated with the North Somerset & Mendip Bats SAC, a majority of the employment development will occur where there is a need to consider impacts relating to this designation. The employment development at Nailsea and Backwell and Yatton falls within Horseshoe Bat Zones A and B, highlighting the potential for particular sensitivities at these locations. Furthermore, Biddle Street, Yatton SSSI is in relatively close proximity to the development proposed for Yatton. Overall a significant negative effect is expected in relation to SA objective 3.6: Biodiversity.

## SP10: Transport

**6.37** This policy is likely to have significant positive effects on SA objectives 3.1: Renewable Energy and 3.3: Reduce car use due to the measures set out to encourage the use of sustainable transport in place of private cars. While the policy does require adequate car parking to be provided in new developments, it is recognised that this is required as inadequate parking provision may have other adverse environmental effects and this part of the policy is not considered to detract from the overall significant positive effect that is likely in relation to SA objective 3.3. A minor positive effect is likely in relation to SA objective 2.5: Healthy living as increased levels of walking and cycling will benefit public health, and a minor positive effect is also likely in relation to SA objective 1.1: Access to jobs as the provisions of the policy should improve access to jobs for many people, particularly those without access to a car.

## SP11: Green Infrastructure and Historic environment

**6.38** The primary purpose of this policy is to protect and enhance the natural and built environment; therefore significant positive effects are expected in relation to SA objectives 3.4: Landscape/townscape, 3.5: Heritage and Biodiversity. The policy includes a range of criteria relating to the protection of the local landscape and character and to protecting biodiversity and achieving biodiversity net gain. It also seeks to improve access to the countryside which will have a minor positive effect on SA objective 2.5: Healthy living. A minor positive effect is also likely in relation to SA objective 1.3: Optimal use of land as the policy requires the protection of best and most versatile agricultural land.

## SP12: Minerals

**6.39** The main purpose of this policy is to protect mineral resources through the identification of Mineral Safeguarding Areas for carboniferous limestone and by preventing inappropriate development on existing and future minerals workings. There are three active quarries, a mineral safeguarding area and an area of search for minerals. Minor positive effects are expected in relation to SA objective 1.2: Economic Wellbeing as the safeguarding of existing and future mineral workings could offer job opportunities during the preparation of the site and while the site functions as a working quarry, positively impacting on the local economy. However, job opportunities will likely be distant from settlements and accessible by private car only. Therefore, mixed minor positive and minor negative effects are expected in relation to SA objective 1.1: Access to jobs and minor negative effects are expected in relation to SA objective 3.3: Reduce car usage.

**6.40** The land safeguarded and existing mineral workings are designated as Green Belt. However, two existing quarries lie within the safeguarded area so the effects on the Green Belt are less likely to be significant. Therefore,



negligible negative effects are expected in relation to SA Objective: 1.3: Optimal use of land.

**6.41** The safeguarding of areas for mineral workings could limit new residential development. However, due to the rural location of the safeguarded area, the effect is likely to be limited. Therefore, negligible effects are expected in relation to SA objectives 2.1: Housing and 2.2: Affordable housing.

**6.42** The area safeguarded lies between Nailsea and Backwell and Potters Hill and Felton, creating potential negative effects on residents living in the settlement if the area was to be developed. However, there is already an existing working quarry within the area. Therefore, negligible effects are expected in relation to SA objective 2.4: Community cohesion. Due to the rural location of the safeguarded area and existing and future mineral working, access to services and facilities will be limited. Therefore, negligible mixed with minor negative effects are expected in relation to SA objective 2.3: Access to facilities.

**6.43** Any development of the safeguarded area would likely have a negative impact on the landscape and detract from the visual attractiveness of the area similar to the impact caused by existing areas of mineral workings. There are a number of historic monuments within the safeguarded area that will likely be impacted by any development. Within the existing areas of mineral workings and the safeguarded area there is limited biodiversity interest. Therefore, a negligible effect is expected in relation to SA objective 3.6: Biodiversity while there could be minor negative effects on SA objectives 3.4: Landscape/townscape and 3.5: Heritage.

## Locational Policies

**6.44** Given the area specific nature of the Locational Policies, the appraisal of the policies in this section of the Local Plan have been presented individually. Text explaining the justification for the effects identified is presented below each of the tables setting out the effects for each of the policies in question.



## LP1: Strategic location: Wolvershill (north of Banwell) and LP2: Strategic location: Yanley Lane (Woodspring golf course)

**6.45** The likely effects of the Strategic Locations for development included in the Locational Policies are summarised in Tables 6.2 and 6.3 below and are described below those tables. The appraisal of these locations for development were initially assessed on a ‘policy off’ basis, in that they were assessed on the basis of the red line boundary only, without taking into account any policy requirements. These assessments (i.e. the appraisal of sites LUC 135 and LUC\_134) are presented in Chapter 5. For Strategic Locations, that ‘policy off’ appraisal is presented alongside the ‘policy on’ appraisal. The policy on appraisal takes the policy off appraisal as a starting point, but takes into account the requirements of the policy itself.

**Table 6.2: Likely SA effects of development at Wolvershill (north of Banwell) (Policy LP1)**

SA objectives	Policy off (site equivalent to LUC_135)	Policy on
1.1: Access to jobs	++/0	++/0
1.2: Economic wellbeing	+	++
1.3: Optimal use of land	--?	--?
1.4: Infrastructure	0	+
2.1: Housing	0	0
2.2: Affordable housing	++	++
2.3: Access to facilities	--	+

SA objectives	Policy off (site equivalent to LUC_135)	Policy on
2.4: Community cohesion	++	++
2.5: Healthy living	++	++
3.1: Renewable energy	0	0
3.2: Flooding and water quality	0	+
3.3: Reduce car use	++	++
3.4: Landscape/townscape	--	+/-?
3.5: Heritage	?	+?
3.6: Biodiversity	-	++/-

**6.46** Mixed significant positive and negligible effects are expected for SA objective 1.1: Access to jobs, as new residents will be able to access jobs in Weston-Super-Mare, given the proximity of the town, but the area only has access to standard broadband speeds which may hinder working from home. The significant positive effect will be further enhanced by the policy requirement to provide new employment and to provide walking, cycle and public transport links with Weston-Super-Mare and employment areas. This, along with the provision of new services and facilities, as well as the site’s proximity to a railway station, will reduce the need to travel by car, resulting in a significant positive effect on SA objective 3.3: Reduce car use.

**6.47** In addition, Policy LP1 requires provision of new educational facilities, resulting in a significant positive effect for SA objective 1.2: Economic wellbeing (note that the policy off appraisal did not assume new school provision).

**6.48** A potential but uncertain significant negative effect is recorded for SA objective 1.3: Optimal use of land as the site consists primarily of Grade 3

agricultural land; however it is not known if this is Grade 3a (classified as high quality) or Grade 3b (which is not).

**6.49** As Policy LP1 requires development to be integrated with the design and delivery of the Banwell Bypass, provide new services and facilities, and provide new active travel infrastructure, minor positive effects are expected for SA objective 1.4: Infrastructure.

**6.50** Significant positive effects are expected for SA objective 2.2: Affordable housing as Wolverhill contains an area within the 20% most deprived in terms of barriers to housing and services. The policy requires provision of a new local centre and improved sustainable transport links, resulting in a minor positive effect for SA objective 2.3: Access to services.

**6.51** Provision of new services and facilities, as well as the requirement in Policy LP1 to encourage integration with the existing settlement of Banwell is expected to result in a significant positive effect for SA objective 2.4: Community cohesion.

**6.52** Significant positive effects are expected for SA objective 2.5: Healthy living as the policy requires development to provide active travel links, green infrastructure, playing pitches and open space, as well as habitat enhancement, which may help improve people's connection to nature, and mitigation of noise impacts.

**6.53** This site is not within an area identified as being at risk of flooding or within an SPZ, but the policy requires effective management and treatment of surface water, resulting in minor positive effects for SA objective 3.2: Flooding.

**6.54** This site lies within 350m of the Mendip Hills AONB and therefore has potential to adversely affect its setting. Policy LP1 requires development to respect the landscape setting and minimise impact on the AONB, therefore the policy is likely to ensure significant adverse effects are mitigated but may still result in a minor level of harm. However, the policy also requires development to be attractive, incorporate green infrastructure, good design and placemaking.

Overall mixed minor positive and minor negative uncertain effects are recorded for SA objective 3.4: Landscape/townscape.

**6.55** A potential but uncertain minor positive effect is expected for SA objective 3.5: Heritage as Policy LP1 requires heritage features to be integrated into development; however, the detailed effects of the development on any nearby heritage features cannot be known at this stage.

**6.56** This site is within consultation zones B and C for the North Somerset and Mendip Bats SAC, as well as being within 250m of priority habitat and local wildlife sites. However, the policy requires development to deliver ecological, habitat and environmental enhancement, particularly in relation to horseshoe bats. As such, mixed significant positive and minor negative effects are expected in relation to SA objective 3.6: Biodiversity.

**6.57** Negligible effects are recorded for all other SA objectives.

**Table 6.3: Likely SA effects of development at Yanley Lane (Woodspring golf course) (Policy LP2)**

SA objectives	Policy off (site equivalent to LUC_134)	Policy on
1.1: Access to jobs	+/0	++/0
1.2: Economic wellbeing	+	++
1.3: Optimal use of land	--?	--?
1.4: Infrastructure	0	+
2.1: Housing	0	0
2.2: Affordable housing	0	0
2.3: Access to facilities	--	+

SA objectives	Policy off (site equivalent to LUC_134)	Policy on
2.4: Community cohesion	++	++
2.5: Healthy living	--/+	++/--
3.1: Renewable energy	0	0
3.2: Flooding and water quality	0	+
3.3: Reduce car use	+	++
3.4: Landscape/townscape	?	+
3.5: Heritage	?	+?
3.6: Biodiversity	-	++/-

**6.58** Mixed significant positive and negligible effects are expected for SA objective 1.1: Access to jobs, as Policy LP2 requires the provision of new employment land. In addition, new residents will be able to access jobs in Bristol due to the site’s proximity to the city and provision of sustainable transport links, including a mass transit route, as required by the policy. However, the area only has access to standard broadband speeds. This, along with the provision of new services and facilities will reduce the need to travel by car, resulting in significant positive effects for SA objective 3.3: Reduce car use.

**6.59** In addition, Policy LP2 requires provision of new educational facilities, resulting in significant positive effects for SA objective 1.2: Economic wellbeing (note that the policy off appraisal did not assume new school provision).

**6.60** Uncertain significant negative effects are recorded for SA objective 1.3: Optimal use of land as the site consists primarily of Grade 4 or 5 agricultural land.

**6.61** As Policy LP2 requires development to provide new services and facilities, and provide new sustainable travel infrastructure, including a segregated mass transit route, minor positive effects are expected for SA objective 1.4: Infrastructure.

**6.62** Negligible effects are expected for SA objective 2.2: Affordable housing as the site lies mostly within an area within the 50% most deprived in terms of barriers to housing and services. The policy requires provision of a new local centre, resulting in a minor positive effect for SA objective 2.3: Access to services.

**6.63** Policy LP2 requires provision of substantial new infrastructure, including a secondary school, three primary schools, a new local centre, healthcare, community and recreation facilities, resulting in significant positive effects for SA objective 2.4: Community cohesion.

**6.64** Mixed significant positive and significant negative effects are expected for SA objective 2.5: Healthy living as the policy requires development to provide active travel links, green infrastructure, healthcare and recreation facilities, which will contribute to improving both mental and physical health. However, development of this site will lead to loss of the Woodspring Golf and Country Club.

**6.65** This site is not within an area identified as being at risk of flooding or within an SPZ, but the policy requires development to address flooding and drainage issues, resulting in minor positive effects for SA objective 3.2: Flooding.

**6.66** Policy LP2 requires development to deliver high quality character and design, beautiful buildings and green infrastructure, which will contribute positively to the landscape and townscape. Minor positive effects are therefore recorded for SA objective 3.4: Landscape/townscape.

**6.67** A potential but uncertain minor positive effect is expected for SA objective 3.5: Heritage as Policy LP2 requires development to respect and enhance the

setting of nearby heritage features; however the detailed effects of the development on any nearby heritage features cannot be known at this stage.

**6.68** This site is adjacent to Barrow Tanks Wildlife Site, A370 and Ashton Brook Wildlife Site, and priority habitat. The site is also within consultation zone C for the North Somerset and Mendip Bats SAC. However, the policy requires development to enhance existing wildlife features and increase biodiversity. As such, mixed significant positive and minor negative effects are expected in relation to SA objective 3.6: Biodiversity.

**6.69** Negligible effects are recorded for all other SA objectives.

## LP3: Nailsea and Backwell

**6.70** Policy LP3 sets out the requirements that proposed developments in the plan at Nailsea and Backwell will be required to meet. The likely effects of Policy LP3 are summarised in Table 6.4 below and are described below the table.

**Table 6.4: Likely SA effects of Policy LP3**

SA objectives	Policy LP3: Nailsea and Backwell
1.1: Access to jobs	+
1.2: Economic wellbeing	+
1.3: Optimal use of land	-
1.4: Infrastructure	++
2.1: Housing	0
2.2: Affordable housing	+
2.3: Access to facilities	+

SA objectives	Policy LP3: Nailsea and Backwell
2.4: Community cohesion	+/-
2.5: Healthy living	+
3.1: Renewable energy	0
3.2: Flooding and water quality	-
3.3: Reduce car use	++/-
3.4: Landscape/townscape	--/+
3.5: Heritage	-
3.6: Biodiversity	--/+

**6.71** While Nailsea is not as significant in terms of the concentration of jobs it provides for the District’s residents as Weston-super-Mare and Bristol, it is still one of the more important settlements in North Somerset in this regard. Locating residential development in close proximity to this town is likely to support access to job opportunities by active modes and public transport. Residents will also potentially benefit from access to jobs further afield given the close proximity of Nailsea and Backwell Station which provides regular services to Weston-super-Mare and Bristol. The policy also requires new employment land (9ha) to be incorporated as mixed use development which will further support access to jobs opportunities for residents in the surroundings as well as allowing for some level of local economic growth. Minor positive effects are therefore expected in relation to SA objectives 1.1: Access to jobs and 1.2: Economic wellbeing.

**6.72** The majority of the land proposed for development through Policy LP2 is greenfield and would provide an extension to the settlements of Nailsea and Backwell. Much of this land is of Grade 3 agricultural value or higher. Given the location of the sites proposed for development, it is unlikely that the cumulative impacts of the loss of at least some of the higher value agricultural land around the settlements can be mitigated. Therefore, a significant negative effect is expected in relation to SA objective 1.3: Optimal use of land.



**6.73** The policy specifically requires that the development of proposed sites at Nailsea and Backwell incorporate or support the delivery of numerous infrastructure improvements. The measures include those to alleviate traffic in the surrounding area, improvements relating to access to Nailsea and Backwell Station, extensions to cycle infrastructure in the area and enhanced leisure provisions. The specifics of the requirements to be provided at each site are partially unknown at this stage and an overall uncertain significant positive effect is recorded in relation to SA objective 1.4: Infrastructure.

**6.74** All sites considered are relatively well related to either the town centre of Nailsea or the district centre of Backwell. It is expected that access from the proposed sites to services and facilities would therefore be reasonable. The larger centre of Nailsea will provide residents with access to a wider range of services and facilities. The delivery of a number of relatively large sites at both settlements (particularly at Backwell given its smaller size) has the potential to affect community cohesion, particularly as existing services and facilities come under increased pressure and existing community network are disrupted. The policy is set out to try to avoid these effects, for example by requiring that facilities for enhanced leisure provision are secured. Furthermore, it is noted that the size of the sites proposed is likely to support new services provision in the area. Overall a minor positive effect is expected in relation to SA objective 2.3: Access to facilities and a mixed minor positive and minor negative effect is expected in relation to SA objective 2.4: Community cohesion.

**6.75** The contribution that sites proposed for development in the Local Plan can make to meeting the local housing need has been considered through the appraisal of spatial strategy. However, it is recognised that the development of land at Nailsea and Backwell for housing will help to contribute to affordable housing delivery in the plan area. Only a small area surrounding these settlements which would be developed falls within the 20% to 40% most deprived in England in relation to the 'barriers to housing and services' domain as per the IMD 2019. Therefore, the positive effect expected in relation to SA objective 2.2: Affordable housing is likely to be minor.

**6.76** The development of a relatively large area of land at both settlements will increase the area of impermeable surfaces and affect the infiltration of surface

water. The incorporation of SuDS is likely to help address this issue. Only small areas of flood zone 2 and 3 and areas, with between 25% and 50% risk of being subject to groundwater flooding are located within the sites at Nailsea and Backwell. The proposed sites are also mostly free of areas at higher risk of flooding from surface water. Much of the land surrounding the settlements falls within Source Protection Zones and development may therefore have implications for local water quality. Overall a minor negative effect is expected in relation to SA objective 3.2: Flooding and water quality.

**6.77** Residents at the proposed sites will have access to either a town or district centre as well as existing rail services and cycle infrastructure at Festival Way which links to Bristol. While the development of range of sites at Nailsea and Backwell could lead to cumulative impacts on traffic and congestion in the area, given the increase in population that would result, the policy includes requirements to mitigate these effects and promote modal shift. This includes improved access to the railway station and cycle infrastructure. A mixed significant positive and minor negative effect is therefore expected in relation to SA objective 3.3: Reduce car use.

**6.78** A number of the sites proposed for development comprise land that forms an important gap between the settlements of Nailsea and Backwell. While the policy requires the protection and environmental enhancement of this area including through the proposed extension of the Green Belt to the west, many of the sites are identified as having high landscape sensitivity. This includes much of the land at the larger sites to the south west of Nailsea and north west and north east of Backwell. A mixed minor positive and significant negative effect is expected in relation to SA objective 3.4: Landscape/townscape.

**6.79** The development of the land in question at both settlements is likely to have impacts on the setting of heritage assets. A number of sites are close to designated heritage assets, including Woolleys Farmhouse, Bizley Farmhouse, Coombe Grange and The Grove all of which are Grade II Listed. Backwell West Town Conservation Area and those Listed Buildings within that area are in relatively close proximity to the proposed mixed use site to the east of Backwell. There is no specific requirement for mitigation relating to the historic

environment in the policy and a minor negative effect is therefore recorded in relation to SA objective 3.5: Heritage.

**6.80** The North Somerset and Mendip Bats SAC is located some 3.5km to the south west of Backwell. However, all sites proposed at Nailsea and Backwell lie within one of the zones designated as being of importance for Horseshoe Bats. Many of the sites at Backwell lie within Zone A designated as being of importance for Horseshoe Bats, which indicates the areas importance in relation to this species. The policy seeks to mitigate the adverse effects relating to this designation by requiring that the sites support the creation of a new North Somerset Nature Park to provide bat mitigation and the provision of land for biodiversity and habitat enhancement. Sites proposed to the north west and west of Nailsea are in close proximity to Tickenham, Nailsea and Kenn Moors SSSI and Wildlife Sites. The proximity of proposed sites at Nailsea to Wildlife Sites Fields along Youngwood Lane and West End Meadows, Nailsea also have the potential for adverse impacts relating biodiversity. A mixed minor positive and significant negative effect is expected in relation to SA objective 3.6: Biodiversity.

**6.81** LP4: Housing, Employment and Mixed use Allocations

**6.82** Policy LP4 sets out the housing, employment mixed use allocations included in the Local Plan that in effect comprise the spatial strategy for the District. The spatial strategy for North Somerset (as included in the local Plan through Policy SP3) has been appraised earlier in this chapter and is not represented here. The appraisal of the site specific requirements for the strategic growth locations set out in Schedules 1 and 2 associated with Policy LP4 (i.e. Wolverhill (north of Banwell) and Yanley Lane (Woodspring golf course) (which also includes 9.8ha of employment land at Yanley Lane) have been included as part of the detailed appraisal work for the policies which allocate those sites (Policies LP1 and LP2) earlier in this chapter.

**6.83** Schedules 1 and 2 also include site specific requirements for the non-strategic sites proposed for allocation in the Preferred Options Local Plan. Given that the requirements included in the Preferred Options Local Plan are at

an early stage of identification and are still to be finalised, they have not informed the appraisal work included in this iteration of the SA Report. As these site specific requirements are worked up in more detail and included as part of the site allocation policies at the next stage of the Local Plan, they will be appraised in the SA Report.

## LP5: Educational, Sporting, Leisure, and Community use

**6.84** Policy LP5 sets out site allocations for educational, sporting, leisure and community facilities. The likely effects of Policy LP5 are summarised in Table 6.5 below and are described in the below table.

**Table 6.5: Likely SA effects of Policy LP5**

SA Objectives	LP5: Educational, sporting, leisure, and community use allocations
1.1: Access to jobs	+
1.2: Economic wellbeing	+
1.3: Optimal use of land	+/-
1.4: Infrastructure	++
2.1: Housing	0
2.2: Affordable housing	0
2.3: Access to facilities	-
2.4: Community cohesion	+
2.5: Healthy living	+
3.1: Renewable energy	+

SA Objectives	LP5: Educational, sporting, leisure, and community use allocations
3.2: Flooding and water quality	-
3.3: Reduce car use	-
3.4: Landscape/townscape	-
3.5: Heritage	-
3.6: Biodiversity	-

**6.85** The development of new educational, sporting, leisure, and community facilities will provide employment during the construction and operational phases of the developments. The new educational, sporting, leisure, and community use allocations lie on the edge of settlements and will be able to take advantage of existing transport infrastructure including public transport and active travel networks. Therefore, a minor positive effect is expected in relation to SA Objective 1.1: Access to Jobs. Access to new employment opportunities and the extension and development of new education facilities will improve economic wellbeing across the District. Three new primary schools, two new secondary schools; an expansion to a multiple learning difficulties school; and a social, emotional and mental health school provision are proposed providing improved accessibility to educational facilities across the District and addressing any capacity issues. Therefore, minor positive effects are expected in relation to SA Objective 1.2: Economic Wellbeing.

**6.86** Mixed minor positive and negative effects are expected in relation to SA Objective 1.3: Optimal Use of Land. A mix of greenfield and brownfield sites are to be developed to offer new educational facilities and expansion to existing educational facilities. The extension to a car park at the village hall in Portbury will likely have a negative effect on use of land as the land is classified as Grade 1 (excellent) on the Agricultural Land Classification. The remaining site allocations fall within Grade 3 (Good to moderate) on the Agricultural Land Classification. However, one of the site allocations relates to the creation of allotments which is a positive use of land through the promotion of land for food growing and the site remaining as greenfield land.

**6.87** A significant positive effect is expected in relation to SA Objective 1.4: Infrastructure. The policy references Schedule 4 which details the various educational infrastructure that will be supported on proposed site allocations. There is the potential that new educational facilities will increase private car use, putting strain on existing transport infrastructure. However, the location of the proposed sites within settlement boundaries or on the edge of settlements should be able to make use of existing public transport and active travel networks. The proposed site allocation for a car park at village hall, Portbury could likely increase private car use but with the rural location of the site, public transport is likely to be limited. A minor negative effect is therefore recorded in relation to SA Objective: 3.3 Reduce Car Use.

**6.88** All of the proposed sites are relatively well-related to a range of settlements across the District. It is expected that access from the proposed sites to residential areas where potential users of the facilities will live would therefore be reasonable. Overall a minor positive effect is expected in relation to SA objective 2.3: Access to facilities. The allocation of accessible allotments and playing fields will add to the facilities available within the Backwell and Weston-super-Mare supporting active and healthy lifestyles. The delivery of a number of new schools (primary and secondary) has the potential to affect community cohesion. Therefore, minor positive effects are expected in relation to SA Objective 2.4: Community Cohesion and SA Objective 2.5: Healthy Living.

**6.89** Mixed minor positive and negligible effect are expected in relation to SA Objective 3.1: Renewable Energy. While energy consumption will increase as a result of development. there may be potential to incorporate the use of renewable energy and environmentally friendly initiatives within the developments.

**6.90** The majority of the site allocations lie within Flood Zone 2 at a risk of tidal and fluvial flood risk particularly along the coastal areas of Weston-super-Mare, Clevedon and Yatton. Flood mitigation may be required to mitigate any negative impacts as a result of development. A minor negative effect is therefore expected in relation to SA Objective 3.2: Flooding and Water.

**6.91** The Winterstoke Village East; Parklands Village; Parklands Village North; Parklands Village Central; Portbury Village Hall; and land at Ladymead Lane, Churchill/Langford site allocations all lie within areas of high landscape sensitivity. Development at these site allocations will likely detract from the visual attractiveness of the sites and could lead to a detrimental impact on the landscape or character of the area. Village Hall at Kewstoke; land south of Church Lane, Backwell; land at Batch, Yatton; and land adjacent to Brookfield Walk, Clevedon site allocations all lie within areas of low landscape sensitivity. Therefore, a minor negative effect is recorded in relation to SA Objective 3.4: Landscape/townscape.

**6.92** The development of the site allocations is likely to have impacts on the setting of heritage assets. A number of sites are in close proximity to designated heritage assets. There is no specific requirement for mitigation relating to the historic environment in the policy and a minor negative effect is expected in relation to SA objective 3.5: Heritage. The majority of sites allocations lie within one of the zones designated as being of importance for Horseshoe Bats. The site allocation next to Village Hall, Kewstoke lies close to Severn Estuary SSSI and a number of different wildlife sites. The proposed site allocation at the Batch, Yatton lies in close proximity to Biddle Street, Yatton SSSI and a current wildlife set which has high biodiversity interest. Both proposed site allocations have the potential for development to have an adverse effect on biodiversity. Therefore, a minor negative effect is expected for SA Objective 3.6: Biodiversity.

## LP6: Settlement Boundaries

**6.93** Policy LP6 sets out the approach for the settlement boundaries in the District. This includes requirements for the extension of residential curtilages into the countryside. The likely effects of Policy LP6 are summarised in Table 6.6 below and are described below the table.

**Table 6.6: Likely SA effects of Policy LP6**

SA objectives	Policy LP6: Settlement Boundaries
1.1: Access to jobs	+
1.2: Economic wellbeing	0
1.3: Optimal use of land	+
1.4: Infrastructure	0
2.1: Housing	0
2.2: Affordable housing	0
2.3: Access to facilities	++
2.4: Community cohesion	++
2.5: Healthy living	+
3.1: Renewable energy	0
3.2: Flooding and water quality	0
3.3: Reduce car use	++
3.4: Landscape/townscape	+
3.5: Heritage	+/-
3.6: Biodiversity	+

**6.94** Policy LP6 is expected to support access to jobs through the definition of settlement boundaries in the plan area and directing much of the development over the plan period to these locations where higher concentrations of existing businesses are located. A minor positive effect is therefore expected in relation to SA objective 1.1: Access to jobs. These locations contain the highest amounts of existing brownfield land in the District and therefore a minor positive effect is also recorded in relation to SA objective 1.3: Optimal use of land.



**6.95** Significant positive effects are expected for SA objectives 2.3: Access to facilities and 2.4: Community cohesion. Defining up to date settlement boundaries for the plan area is likely to help ensure that much of the development over the plan period will occur at settlements in North Somerset where there is better access to existing services and facilities. Access to community services and facilities at these areas will support a degree of community cohesion. Furthermore, there is potential for new growth at existing settlements to support the incorporation of new provisions that will benefit new residents as well as those already within those settlements.

**6.96** Many of the settlements in the plan area provide good access to healthcare facilities and open spaces that will support good levels of public health among residents. Furthermore, the close proximity of services and facilities at settlements in the plan area is likely to support travel by active modes. A minor positive effect is expected in relation to SA objective 2.5: Healthy living. The settlements in the plan area also provide better access to public transport services than at the more rural locations. Therefore, a significant positive effect is expected in relation to SA objective 3.3: Reduce car use.

**6.97** Limiting most development to within the settlements within the District is likely to help preserve the openness of the countryside and key gaps between settlements. It will also help to limit the impacts on presently less developed and more undisturbed locations in terms of biodiversity. Furthermore, while the policy does allow for some extensions to residential curtilages, including the extension into the countryside, there is a requirement for this type of development not to harm the character of the surrounding area. While amendments to settlement boundaries have been included through Schedule 5 associated with this policy, these changes mostly account for logical updates and new settlements boundaries where development is already present. Minor positive effects are therefore expected in relation to SA objectives 3.4: Landscape/townscape and 3.6: Biodiversity.

**6.98** The existing the character of the countryside is of importance for the setting of many heritage assets in the plan area. However, the inclusion of settlement boundaries which is likely to result in a high proportion of overall

development coming forward over the plan period within settlements is likely to result in effects on the settings of numerous heritage assets. This is considered likely given that the majority of heritage assets are found within settlements of North Somerset. A mixed minor positive and minor negative effect is therefore expected in relation to SA objective 3.5: Heritage.

## LP7: Town Centre Hierarchy

**6.99** Policy LP7 sets out the approach to the town centre hierarchy and town centre uses for the District. The likely effects of Policy LP7 are summarised in Table 6.7 below and are described below the table.

**Table 6.7: Likely SA effects of Policy LP7**

SA objectives	Policy LP7: Town Centre Hierarchy
1.1: Access to jobs	+
1.2: Economic wellbeing	+
1.3: Optimal use of land	+?
1.4: Infrastructure	0
2.1: Housing	0
2.2: Affordable housing	0
2.3: Access to facilities	++
2.4: Community cohesion	+
2.5: Healthy living	+
3.1: Renewable energy	0
3.2: Flooding and water quality	0
3.3: Reduce car use	+

SA objectives	Policy LP7: Town Centre Hierarchy
3.4: Landscape/townscape	+
3.5: Heritage	0
3.6: Biodiversity	0

**6.100** Policy LP7 is expected to help promote the sustainable growth, regeneration and viability of the town, district and local centres in North Somerset and to ensure that town centre uses in other locations do not divert footfall from these locations. Given the role these locations play in terms of access to jobs (for example in the service sector and retail) as well as the overall economic success of the District, minor positive effects are expected for SA objectives 1.1: Access to jobs and 1.2: Economic wellbeing. This policy may encourage re-use and regeneration of land in town, district and local centres, resulting in minor positive uncertain effects for SA objective 1.3: Optimal use of land.

**6.101** Policy LP7 will help support the maintenance and delivery of new services and facilities in accessible locations, through resisting loss of small-scale shops and other businesses, and supporting new proposals for town centre uses. The policy also requires town centre uses to support the creation of an accessible centre and improve the mix of uses, which will help minimise the number of trips residents need to take to meet their day to day needs. This is expected to result in significant positive effects for SA objective 2.3: Access to facilities, and minor positive effects for SA objectives 2.4: Community cohesion and 3.3: Reduce car use. In addition, the policy requires town centre development to support the creation of a comfortable, safe, attractive and accessible town centre, which may support mental health of residents and encourage residents to walk and cycle. As such, minor positive effects are also expected on SA objective 2.5: Healthy living

**6.102** Requiring development to be of an appropriate scale and contribute to an attractive environment is likely to result in minor positive effects for SA objectives 3.4: Landscape/townscape.

## LP8: Extent of the Green Belt

**6.103** Policy LP8 sets out the boundaries of the Green Belt in North Somerset, including boundary changes to release and add land to the designation and to identify those settlements which should be inset from the Green Belt. The likely effects of Policy LP8 are summarised in Table 6.8 below and are described below the table.

**Table 6.8: Likely SA effects of Policy LP8**

SA objectives	Policy LP8: Extent of the Green Belt
1.1: Access to jobs	+
1.2: Economic wellbeing	0
1.3: Optimal use of land	+/-
1.4: Infrastructure	0
2.1: Housing	+
2.2: Affordable housing	0
2.3: Access to facilities	+
2.4: Community cohesion	+
2.5: Healthy living	+
3.1: Renewable energy	0
3.2: Flooding and water quality	+

SA objectives	Policy LP8: Extent of the Green Belt
3.3: Reduce car use	+
3.4: Landscape/townscape	++/--
3.5: Heritage	+/-
3.6: Biodiversity	+

**6.104** The extent of the Green Belt in North Somerset will direct much of the housing growth over the plan period to the existing settlements where job opportunities are more accessible. A minor positive effect is therefore expected in relation to SA objective 1.1: Access to jobs. By helping to focus much of the growth at locations within settlements, the policy is expected to help promote the reuse of brownfield urban sites, in line with the purposes of Green Belt set out in paragraph 138 of the NPPF. However, the policy also releases some greenfield land from the Green Belt for development at Yanley, Backwell and Portishead. This includes some areas of higher value agricultural soils (Grade 3 agricultural land and higher). Overall a mixed minor positive and minor negative effect is expected in relation to SA objective 1.3: Optimal use of land.

**6.105** The designation of land within the Green Belt limits the potential for housing development to be acceptable at many locations. It is anticipated that there are still sites suitable in the District so that the local housing need can be met elsewhere. Furthermore, the release of land from the Green Belt for residential development at the locations set out in the policy will contribute to meeting this need and therefore a minor positive effect is expected in relation to SA objective 2.1: Housing.

**6.106** The Green Belt boundaries in the plan area will also help to direct a high proportion of new residents to locations where there is better access to services and facilities at the settlements of North Somerset. This is likely to include those services and facilities that support the successful functioning of communities in the plan area, such as meeting halls and facilities for recreation. Furthermore, limiting the delivery of development in a wider distribution is likely to support the

achievement of critical mass at which a wide range of services and facilities might be supported. Minor positive effects are therefore expected in relation to SA objectives 2.3: Access to facilities and 2.4: Community cohesion. The achievement of a more compact form of development in the District is also likely support increased modal shift, including travel by walking and cycling which will have associated health benefits and minor positive effects are recorded in relation to SA objectives 2.5: Healthy living and 3.3: Reduce car use.

**6.107** Limiting the encroachment of development into the open countryside and promoting the redevelopment of brownfield urban land will also help to limit the proliferation of impermeable surfaces in North Somerset. As such, natural drainage patterns are less likely to be disturbed and a minor positive effect is expected in relation to SA objective 3.2: Flooding and water quality.

**6.108** While the designation is expected to help prevent encroachment on the countryside and preserve its openness and character, the release of Green Belt land to allow for residential development at Backwell will contribute to some degree of coalescence between that settlement and Nailsea to the north east of Backwell. The Green Belt Assessment undertaken to support the release of parcels from the designation highlighted that the areas of land purposed for release perform some of the Green Belt purposes. The land at Backwell is noted to perform less favourably in this regard when considered in relation to Green Belt land further to the east. The loss of Green Belt land at this location is to be offset by the designation of additional Green Belt land to the west which will help maintain the gap between Nailsea and Backwell. It is also notable that the land at Yanley Lane falls within an area of high landscape sensitivity.

**6.109** Those settlements which are now inset from the Green Belt have been assessed in terms of the contribution that the open character of the village makes to the openness of the Green Belt. Therefore, it has been demonstrated that the change to the Green Belt in relation to inset settlements will not significantly adversely affect the existing openness of the countryside. Furthermore, the changes to settlement boundaries have been made to correct inconsistencies and anomalies with no new greenfield development sites included at these smaller settlements and therefore it is not expected that any further encroachment into the countryside would result. Overall a mixed

significant positive and significant negative effect is expected on SA objective 3.4: Landscape/townscape.

**6.110** The release of land from the designation for development also has the potential for impacts on the settings of nearby heritage assets. This potentially includes Grade II Listed Buildings near to the land at Yanley Lane and Backwell. Heritage assets in North Somerset are mostly found within the existing settlements and the Green Belt designation has the potential to direct development to these locations with potential for impacts upon the respective settings of these assets. A minor negative effect is therefore expected in relation to SA objective 3.5: Heritage. Given that the Green Belt boundaries in North Somerset will limit development at many locations where the open countryside contributes to the setting of heritage assets, a minor positive effect is expected in combination. Furthermore, the land proposed for release is mostly free of biodiversity designations. Helping to limit the encroachment of development into relatively undeveloped and undisturbed countryside locations will help to maintain the wildlife value of these areas. A minor positive effect is therefore expected for this policy in relation to SA objective 3.6: Biodiversity.

## LP9: Strategic Gaps

**6.111** Policy LP9 sets out the approach to limiting the merging of settlements and sets out the requirement that proposed developments within strategic gaps will be required to meet. The likely effects of Policy LP9 are summarised in Table 6.9 below and are described in the below table.

**Table 6.9: Likely SA effects of Policy LP9**

SA Objectives	Policy LP9: Strategic Gaps
1.1: Access to jobs	-
1.2: Economic wellbeing	-
1.3: Optimal use of land	++

SA Objectives	Policy LP9: Strategic Gaps
1.4: Infrastructure	0
2.1: Housing	-
2.2: Affordable housing	-
2.3: Access to facilities	+
2.4: Community cohesion	+
2.5: Healthy living	+
3.1: Renewable energy	0
3.2: Flooding and water quality	+
3.3: Reduce car use	+
3.4: Landscape/townscape	++
3.5: Heritage	++
3.6: Biodiversity	+

**6.112** Minor negative effects are expected for SA Objectives 1.1: Access to Jobs and 1.2: Economic Wellbeing as restricting development of land for employment opportunities within Strategic Gaps under policy LP9 could adversely affect economic wellbeing and access to jobs. However, some employment sites that meet the criteria within Policy LP9 are proposed along the Weston-super-Mare settlement boundary within the Strategic Gap between Weston-super-Mare and Hutton and Weston-super-Mare and Locking. The Strategic Gap is therefore not an absolute constraint to economic development.

**6.113** The protection of Strategic Gaps directs development away from greenfield land towards the regeneration and re-use of brownfield land. Development is promoted in the most sustainable locations within settlement boundaries and brownfield land where possible. A significant positive effect is therefore expected in relation to SA Objective 1.3: Optimal Use of Land.



**6.114** Minor negative effects are expected in relation to SA Objectives 2.1: Housing and 2.2: Affordable Housing. The protection of strategic gaps restricts the allocation of housing sites to help meet North Somerset's market and affordable housing need. However, housing development required within Strategic Gaps will be permitted where it meets the criteria set out in Policy LP9; therefore the negative effect is not considered to be significant.

**6.115** Minor positive effects are expected for SA Objectives 2.3: Access to facilities and 2.4: Community cohesion. The allocation of Strategic Gaps could have a limited effect on community cohesion by preventing overburdening of facilities and service caused by sprawling of settlements. Potential new growth required on the edge of settlements will be directed towards or within settlement boundaries, encouraging easier access to services and facilities via active travel modes. Therefore, a minor positive effect is also expected on SA Objective 2.5: Healthy Living. Directing proposed development away from Strategic Gaps and towards or within settlement boundaries could provide better access to public transport. Therefore, a minor positive effect is also expected in relation to SA Objective 3.3: Reduce car use.

**6.116** Weston-super-Mare and Hutton Strategic Gap; Weston-super-Mare and Locking Strategic Gap and majority of Yatton and Congresbury Strategic Gap lie within Flood Zone 2. Limiting new development within these Strategic Gaps will reduce surface water flooding risk and lower the overall flood risk to the area by maintaining greenspace between settlements. Therefore, a minor positive effect is expected on SA Objective 3.2: Flooding and Water Quality.

**6.117** Strategic Gaps between settlements can play an important role in maintaining local character and therefore protecting local heritage assets. The inclusion of strategic gaps prevents sprawling of settlements which would be detrimental to a settlement's identity, individual character and landscape setting. Therefore, protecting the setting and character of a settlement should result in significant positive effects in relation to SA Objectives 3.4: Landscape/townscape and 3.5: Heritage. Development within Strategic Gaps will only be permitted where the identity and character of a settlement and landscape setting is not harmed.

**6.118** A minor positive effect is expected in relation to SA Objective 3.6: Biodiversity. Limiting development within Strategic Gaps is likely to help preserve the rural character and maintain separation between settlements. It will also help to reduce the impacts on more undisturbed and less developed areas in terms of biodiversity. The protection of the Strategic Gap between Yatton and Congresbury will protect the integrity of the Biddle Street SSSI and prevent any detrimental impact to current wildlife sites and maintain wildlife networks.

## LP10: Transport Infrastructure Allocations and Safeguarding

**6.119** Policy LP10 lists land that is allocated or safeguarded to deliver transport related schemes in the District. This includes improvements to a number of existing services as well as the delivery of sustainable transport schemes. The likely effects of Policy LP10 are summarised in Table 6.10 below and are described in the below table.

**Table 6.10: Likely SA effects of Policy LP10**

SA Objectives	Policy LP10: Transport infrastructure allocations and safeguarding
1.1: Access to jobs	+
1.2: Economic wellbeing	+
1.3: Optimal use of land	--?/+
1.4: Infrastructure	++
2.1: Housing	+
2.2: Affordable housing	<b>0</b>

SA Objectives	Policy LP10: Transport infrastructure allocations and safeguarding
2.3: Access to facilities	+
2.4: Community cohesion	+
2.5: Healthy living	+
3.1: Renewable energy	0
3.2: Flooding and water quality	0
3.3: Reduce car use	++/-
3.4: Landscape/townscape	-
3.5: Heritage	-
3.6: Biodiversity	-

**6.120** The provision of transport infrastructure over the plan period will be of importance to ensure that new and existing residents have good access to jobs. As the population grows and sites are built out, transport mitigation (including sustainable transport schemes) will be required to limit increases in congestion. A minor positive effect is therefore expected in relation to SA objective 1.1: Access to jobs. Ensuring that both employees and suppliers can access employment areas will be of importance to supporting investment in the plan area and as such a minor positive effect is also recorded in relation to SA objective 1.2: Economic wellbeing.

**6.121** Many of the schemes set out in Policy LP10 are improvements to existing infrastructure and as such the requirement for the use of greenfield land at these locations is likely to be limited. However, schemes such as Banwell and Barrow Gurney Bypasses would involve a substantial amount of greenfield land to be developed. These areas take in portions of agricultural land that are of Grade 3 value or higher and therefore an overall mixed minor positive and significant negative effect is expected in relation to SA objective 1.3: Optimal use of land. The significant negative effect is uncertain given that the split of

Grade 3 between Grade 3a (good quality) and Grade 3b value (moderate quality) is unknown.

**6.122** Through the inclusion of various allocations and safeguarding, the policy will support the delivery of new transport infrastructure in itself. It will also support residents' access to existing and new community facilities. Therefore, a significant positive effect is expected in relation to SA objective 1.4: Infrastructure. The transport mitigations set out in the policy will also be required to make a number of proposed housing sites included in the Local Plan, sustainable and viable. A minor positive effect is therefore also recorded in relation to SA objective 1.5: Housing. The support that the policy provides in terms of access to services and facilities essential for meeting the needs of residents from day to day, both in the District and surroundings, means that minor positive effects are also recorded in relation to SA objectives 2.3: Access to facilities, 2.4: Community cohesion and 2.5: Healthy living. The policy includes land for the creation of an active travel link between Locking Parklands and East of Weston which is likely to have additional benefits in relation to the health and wellbeing of residents in this area.

**6.123** The policy includes numerous schemes which will support modal shift. The railway improvements included in the policy, incorporating the reopening of Portishead Passenger Rail Line, rapid bus transit improvements for Weston and mass transit improvements from Bristol Centre to Bristol Airport are considered the most substantial of these. However, the inclusion of transport schemes such as bypass roads, which may result in induced demand in relation to car travel are unlikely to support a move towards sustainable transport and may result in increased air pollution and carbon emissions in the District. It is, however, recognised that these schemes are likely to be of importance in terms of limiting congestion in parts of North Somerset. Overall a mixed significant positive and minor negative effect is expected in relation to SA objective 3.3: Reduce car use.

**6.124** The most substantial infrastructure schemes set out in Policy LP10 fall outside of areas assessed for their landscape value and are not within or within close proximity of the Mendip Hills AONB. However, the greenfield land take involved in their delivery could result in impacts relating to the existing character

and the openness of these areas. Given that the Barrow Gurney Bypass would lie within the Green Belt, the delivery of this scheme could have particular implications in relation to openness and encroachment into the countryside. A minor negative effect is expected in relation to SA objective 3.4:

Landscape/townscape. The majority of the transport schemes detailed in Policy LP10 are not in close proximity to heritage assets in the District. However, the re-opening of the Portishead Passenger Rail Line would likely require extensive works that could have implications for the settings of heritage assets in the settlement which are mostly concentrated at the Conservation Areas towards its central, northern and southern areas. A minor negative effect is therefore expected in relation to SA objective 3.5: Heritage.

**6.125** The transport schemes detailed in Policy LP10 are also relatively unconstrained in terms of biodiversity assets. However, the greenfield land take involved in the delivery of some schemes and their subsequent use for vehicular travel is likely to result in species being displaced and habitats being fragmented and disturbed, as well as potentially affected by emissions from traffic. Furthermore, the majority of the schemes lie within Horseshoe Bat Zone C associated within the North Somerset and Mendip Bat SAC. While it is recognised that the design of transport schemes might be tailored to limit the potential for effects relating to bats, a precautionary approach is taken and a minor negative effect recorded in relation to SA objective 3.6: Biodiversity.

## LP11: Bristol Airport

**6.126** Policy LP11 sets out the approach to development of facilities to support the operation of Bristol Airport at the defined Green Belt inset. The likely effects of Policy LP11 are summarised in Table 6.11 below and are described below the table.

**Table 6.11: Likely SA effects of Policy LP11**

SA objectives	Policy LP11: Bristol Airport
1.1: Access to jobs	+
1.2: Economic wellbeing	++
1.3: Optimal use of land	0
1.4: Infrastructure	+
2.1: Housing	0
2.2: Affordable housing	0
2.3: Access to facilities	0
2.4: Community cohesion	0
2.5: Healthy living	+
3.1: Renewable energy	0
3.2: Flooding and water quality	0
3.3: Reduce car use	--/+
3.4: Landscape/townscape	+
3.5: Heritage	+
3.6: Biodiversity	+

**6.127** Bristol Airport is well-connected to the city of Bristol via regular dedicated bus services which also serve a limited number of stops within North Somerset. The policy requires that development allows for modal shift to public transport to serve the airport which is likely to help support access to jobs for those without access to a car. The airport is an important employer in the District and supporting the delivery of facilities that ensure its safe and sustainable operation is likely to protect its existing role in the wider area. The policy also specifically requires that new development ensures that benefits to the local

economy are maximised. A minor positive effect is therefore expected in relation to SA objective 1.1: Access to jobs and a significant positive effect is expected in relation to SA objective 1.3: Economic wellbeing.

**6.128** The policy requires that proposals for the airport are supported by a surface access strategy with identified funding and trigger points. Development at this location should also be supported by improvements to the local highway network (including those supporting active modes). Given the infrastructure requirements relating to proposals for the airport a minor positive effect is expected in relation to SA objective 1.4: Infrastructure. The requirement for new infrastructure which will support active modes of transport is also expected to benefit public health in the area. While the continuing operational of the airport could have implications for the residential amenity and health and wellbeing of local people, the policy requires that noise pollution is mitigated (or residents are appropriately compensated) where the operation of the airport could have adverse impacts. A minor positive effect is therefore expected in relation to SA objective 2.5: Health living.

**6.129** The support for the use of more active modes and public transport in relation to Bristol Airport is likely to help limit the potential for increased congestion, air pollution and greenhouse gas emissions associated with its operation. Adverse impacts relating to air quality and climate change are specifically required to be minimised and mitigated by the policy. However, the continuing operation and potential future growth of the airport is likely to have implications in terms of contribution the District makes to climate change given the proportion of trips that will be made to the airport by car and the impacts the aviation industry has in relation to carbon emissions. An overall mixed significant negative and minor positive effect is expected in relation to SA objective 3.3: Reduced car use.

**6.130** The Green Belt inset is not proposed to be changed through the policy and therefore the area free from Green Belt policy has not been amended. The policy requires that proposals for the airport minimise and mitigate impacts relating to visual and landscape value and biodiversity. The airport surroundings contain a number of Wildlife Sites and Felton Common Local Nature Reserve as well as Scheduled Monuments and Windmill House Grade II Listed Building.

The approach of the policy (which also requires that impacts on the openness of the Green Belt is minimised) is expected to help protect setting of these assets as well the openness of the surrounding area and its biodiversity value. Minor positive effects are therefore expected in relation to SA objectives 3.4: Landscape/townscape, 3.5: Heritage and 3.6: Biodiversity.

## LP12: Air Safety

**6.131** Policy LP12 sets out the approach to development within Public Safety Zones (PSZ) associated with Bristol Airport and other safeguarded aerodromes. The likely effects of Policy LP12 are summarised in Table 6.12 below and are described below the table.

**Table 6.12: Likely SA effects of Policy LP12**

SA objectives	Policy LP12: Air safety
1.1: Access to jobs	0
1.2: Economic wellbeing	+/-
1.3: Optimal use of land	0
1.4: Infrastructure	+
2.1: Housing	-
2.2: Affordable housing	0
2.3: Access to facilities	0
2.4: Community cohesion	0
2.5: Healthy living	+
3.1: Renewable energy	0
3.2: Flooding and water quality	0



SA objectives	Policy LP12: Air safety
3.3: Reduce car use	+/-
3.4: Landscape/townscape	0
3.5: Heritage	0
3.6: Biodiversity	0

**6.132** Policy LP2 seeks to ensure the safety of aerodromes and on the ground uses in the event of an air crash. The policy is expected to help support the safe functioning of Bristol Airport and other aerodromes in the plan area. This is likely to support the contribution these locations can make to economic growth in the District. Therefore, a minor positive effect is expected in relation to SA objective 1.2: Economic wellbeing. However, the policy would limit development which increases the numbers of people working at a given property within PSZs and therefore certain types of economic growth may be deemed unacceptable in these areas and a minor negative effect is expected in combination with the minor positive effect already recorded.

**6.133** The policy includes exceptions in relation to the types of development which will be permitted within the PSZ at Bristol Airport and other aerodromes. Development to support new infrastructure provision such as long stay car parking and other transport infrastructure is to be supported within these locations. A minor positive effect is therefore expected in relation to SA objective 1.4: Infrastructure. Given that the policy is not supportive of extensions or alternations to properties that would result in an increase in the numbers of people living at that location, a minor negative effect is expected in relation to SA objective 2.1: Housing. Uses which may benefit public health in the District (such as open spaces, golf courses and allotments) are considered acceptable within PSZs in line with Policy LP12. Therefore, a minor positive effect is expected in relation to SA objective 2.5: Healthy living.

**6.134** The policy is not expected to promote the use of air travel in the District given its specific focus on restricting development that might otherwise have implications for safety at these locations. It is unlikely that this aspect of the policy would result in effects relating to climate change. However, the policy allows development that would support car use at aerodromes as well as development that would support travel by public transport. This approach is expected to contribute to as well as mitigating the potential for congestion and air pollution as well as carbon emissions in the District. A mixed minor positive effect and minor negative effect is therefore recorded in relation to SA objective 3.3: Reduce car use.

## LP13: Royal Portbury Dock

**6.135** Policy LP13 seeks to maintain and enhance the role of the Royal Portbury Dock through the intensification of employment and business development associated with the port. The likely effects of Policy LP13 are summarised in Table 6.13 below and are described below the table.

**Table 6.13: Likely SA effects of Policy LP13**

SA Objectives	LP13: Royal Portbury Dock
1.1: Access to Jobs	++
1.2: Economic Wellbeing	++
1.3: Optimal use of land	+
1.4: Infrastructure	+
2.1: Housing	0
2.2: Affordable housing	0
2.3: Access to facilities	+
2.4: Community cohesion	+

SA Objectives	LP13: Royal Portbury Dock
2.5: Healthy living	+
3.1: Renewable energy	0
3.2: Flooding and water quality	-
3.3: Reduce car use	+
3.4: Landscape/townscape	0
3.5: Heritage	0
3.6: Biodiversity	+

**6.136** Significant positive effects are expected in relation to SA objective 1.1: Access to jobs and SA objective 1.2: Economic wellbeing as Royal Portbury Dock is important employer within North Somerset. Policy LP13 will further support access to employment opportunities for residents in the District as well as allowing for some level of local economic growth. Improvements in connectivity and safer routes for employees to the Port from Portishead, Bristol and other nearby settlements by means other than private car, including public transport, will support better access to existing and new employment opportunities for all.

**6.137** Policy LP13 is not proposing any extension to the Royal Portbury Dock and there are no plans for greenfield land to be developed; rather the existing developed area will see intensification. A minor positive effect is expected in relation to SA objective 1.3: Optimal use of land.

**6.138** Minor positive effects are expected in relation to SA objective 1.4: Infrastructure. The policy proposes improvements to transport infrastructure in particular at Junction 19 of the M5 to address capacity issues and public transport and active travel connectivity issues. Improvements and investment in transport infrastructure will enhance existing infrastructure benefiting employees at the Port and residents within the District. Investment and enhancement of local infrastructure particularly at Junction 19 of the M5 could unlock and support future economic growth within the area.

**6.139** Minor positive effects are expected in relation to SA objective 2.3: Access to facilities. Enhancements to Junction 19 of the M5 will improve access to facilities and services via non-car related travel. Safer walking routes proposed will encourage active travel and offer access to service and facilities during employee breaks. Improvements in access to facilities and services has the potential to increase footfall to these areas. Furthermore, improving accessibility via public transport and active travel will aid community cohesion. Minor positive effects are therefore expected in relation to SA objective 2.4: Community cohesion.

**6.140** In accordance with the policy, the enhancement of Royal Portbury Dock must not result in any significant harm to current living conditions of local residents in neighbouring settlements. Therefore, minor positive effects are expected in relation to SA objective 2.5: Healthy living.

**6.141** A minor negative effect is expected in relation to SA objective 3.2: Flooding and water quality. Part of the Port lies within Flood Zone 2 and is at risk of tidal flooding. There is also potential fluvial flood risk from the River Avon. However, as there is no extension proposed there is unlikely to be an increase in flood risk at the Port with no new land being developed. The retention of existing Green Belt land between the Port and Portishead will offer a permeable surface for the retention of water.

**6.142** A minor positive effect is expected in relation to SA objective 3.3: Reduce car use. Enhancement of public transport and active travel connectivity will reduce the requirement for private car use for employees at the Port and residents within local neighbourhoods.

**6.143** There are no significant areas of sensitive landscape or heritage assets within the Port. The remaining area of Green Belt land between the Port and Portishead is considered extremely sensitive in preventing unrestricted urban sprawl. Therefore, a negligible effect is expected in relation to SA objective 3.4: Landscape/townscape and SA objective 3.5: Heritage. Future development at the Port will protect and further enhance the local ecology and biodiversity in the area. A variety of wildlife sets surround the Port in land with the Severn Estuary

SSSI running along the coastal side of the Port. Therefore, a minor positive effect is expected in relation to SA objective 3.6: Biodiversity.

## LP14: Local Green Space

**6.144** Policy LP14 protects designated Local Green Space from development that could cause adverse effects except in very special circumstances. The likely effects of Policy LP14 are summarised in Table 6.14 below and are described below the table.

**Table 6.14: Likely SA effects of Policy LP14**

SA Objectives	LP14: Local Green Space
1.1: Access to jobs	-
1.2: Economic wellbeing	-
1.3: Optimal use of land	++
1.4: Infrastructure	0
2.1: Housing	-
2.2: Affordable housing	-
2.3: Access to facilities	0
2.4: Community cohesion	+
2.5: Healthy living	++
3.1: Renewable energy	0
3.2: Flooding and water quality	+
3.3: Reduce car use	0
3.4: Landscape/townscape	+

SA Objectives	LP14: Local Green Space
3.5: Heritage	+
3.6: Biodiversity	+

**6.145** Given the restrictions on development within designated Local Green Spaces, economic wellbeing and access to jobs could be adversely affected. Therefore, a minor negative effect is expected in relation to SA objective:1.1: Access to jobs and SA objective 1.2: Economic wellbeing.

**6.146** Policy LP14 protects green space within settlement boundaries from proposed development. A significant positive effect is therefore expected in relation to SA Objective 1.3: Optimal use of land.

**6.147** Minor negative effects are expected in relation to SA objective 2.1: Housing and SA objective 2.2: Affordable housing. The designation of Local Green Spaces could restrict development of housing in those areas, although housing development, where required within Local Green Space will be permitted in very special circumstances.

**6.148** Policy LP14 will benefit community cohesion due to the importance of Local Green Spaces to communities. The designated green spaces generally lie within the settlement boundary and in close proximity to the communities they serve. Therefore, a minor positive effect is expected in relation SA objective 2.4: Community cohesion.

**6.149** Significant positive effects are also likely in relation to SA Objective 2.5: Healthy living. Local Green Spaces that are of good size and are accessible can offer significant recreational value for communities, also promoting active and healthy lifestyles and enhancing mental health and wellbeing.

**6.150** In areas at risk of flooding, Local Green Spaces offer a permeable surface for the retention of flood water. Within Clevedon, Portishead and Weston-super-Mare, Local Green Spaces occupy land along the coastal

frontage of the settlements helping create a buffer between the coastline and developed areas. Therefore, a minor positive effect is expected in relation to SA Objective 3.2: Flooding and water quality.

**6.151** Minor positive effects are expected in relation to SA Objective 3.4: Landscape/townscape and SA Objective 3.5: Heritage. Local Green Spaces within settlements can play an important role in maintaining local character and therefore protecting local heritage assets. Local Green Spaces enhance the landscape setting of a settlement and provide important greenspaces within developed areas.

**6.152** Local Green Spaces can offer areas of biodiversity importance and wildlife habitats. Local Green Space can also provide habitats for non-protected species and act as a carbon store when the greenspace contains trees or areas of woodland. A small number of the Local Green Spaces sit adjacent to the Severn Estuary SSSI or within current wildlife sets and are likely to have a higher biodiversity value. Therefore, minor positive effect is expected in relation to SA Objective 3.6: Biodiversity.

## LP15: Preferred Area for Mineral Working - land at Hyatts Wood Farm, south of Stancombe Quarry

**6.153** Policy LP15 sets out the criteria that planning applications for mineral working at land at Hyatts Wood Farm must meet. The likely effects of Policy LP15 are summarised in Table 6.15 below and are described below the table.

**Table 6.15: Likely SA effects of Policy LP15**

SA Objective	LP15: Preferred Area for Mineral Working - land at Hyatts Wood Farm, south of Stancombe Quarry
1.1: Access to jobs	+/-
1.2: Economic wellbeing	+
1.3: Optimal use of land	-
1.4: Infrastructure	0
2.1: Housing	0
2.2: Affordable housing	0
2.3: Access to facilities	+
2.4: Community cohesion	0
2.5: Healthy living	0
3.1: Renewable energy	0
3.2: Flooding and water quality	0
3.3: Reduce car use	-
3.4: Landscape/townscape	--
3.5: Heritage	-
3.6: Biodiversity	-

**6.154** A minor positive effect is expected in relation to SA objective 1.2: Economic wellbeing. The identification of land for mineral working will offer job opportunities during the preparation of the site and while the site functions as a working quarry. Furthermore, development of a new quarry will boost and help grow the local economy within the District. There may be the potential for on the job training opportunities when functioning as a working quarry. Due to the nature of quarry work, job opportunities will likely be relatively limited and



accessible by private car only with public transport and active travel likely to be limited. Therefore, mixed minor positive and minor negative effect are expected in relation to SA objective 1.1: Access to jobs.

**6.155** The land at Hyatts Wood Farm is currently designated as Green Belt and any development of the land will have a negative effect on the existing greenspace. The proposed site lies next to an existing quarry so the effects to the green belt may be less significant. The policy does make provision for adequate and appropriate provision for restoration and aftercare. Therefore, a minor negative effect is expected in relation to SA Objective: 1.3: Optimal use of land.

**6.156** The policy does not propose any additional infrastructure that would accompany development of the site. Any proposals for mineral working should have a phased infrastructure program. Therefore, a negligible effect is expected in relation to SA objective 1.4: Infrastructure.

**6.157** The proposed site is within close proximity of Backwell, roughly 1.6km from the settlement boundary, creating potential negative effects on residents living in the settlement. However, any development of the proposed site must meet the relevant development management policies to minimise any negative effects brought by development and the working of the quarry. There is also an existing working quarry within the area. Therefore, a negligible effect is expected in relation to SA objective 2.4: Community cohesion. Due to the proposed site's location within easy distance of Backwell and also 4km from Nailsea with a larger variety of services, easy access to services and facilities is expected for employees of the proposed quarry. Therefore, a minor positive effect is expected in relation to SA objective 2.3: Access to facilities.

**6.158** Negligible effects are expected in relation to SA objective 2.5: Healthy living. Provision will be made for diversion of a public right of way that could be affected by operations from the quarry. However, the public right of way will be reinstated when appropriate.

**6.159** The Hyatts Wood Farm site is within an Environment Agency Source Protection Zone. Source Protection Zones (SPZs) are defined around large and public potable groundwater abstraction sites and appropriate measure may be required to minimise any adverse effects to water resources. However, the policy protects against any adverse effects on water and water resources. Therefore, negligible effects are expected in relation to SA objective 3.2: Flooding and water quality.

**6.160** Minor negative effects are expected in relation to SA Objective 3.3: Reduce car use. Due to the location of the proposed site, public transport will be limited and the use of private car will likely be the main mode of transport to reach the site. There is a railway station in Backwell, Nailsea & Backwell, however it is 3.7km away.

**6.161** Development of the proposed site will likely have a negative impact on the landscape and could detract from the visual attractiveness of the area. The policy does set out that development of a site for a quarry must have good quality landscaping, with appropriate planting/bunding which should be retained where appropriate and maintained. There are a number of historic monuments within Hyatts Wood Farm that will likely be impacted by development of the proposed site. Therefore, a significant negative effect is expected in relation to SA objective 3.4: Landscape/townscape and a minor negative effect in relation to SA objective 3.5: Heritage. There are three pockets of ancient and semi-natural woodland directly to the north, south and west of the proposed site. The proposed site lies within North Somerset and Mendip Hills Bats SAC Zone B designated as being of importance for Horseshoe Bats, which indicates the areas importance in relation to this species. Therefore, a minor negative effect is expected in relation to SA Objective 3.6: Biodiversity.

## LP16: Area of Search for Minerals Working – land at Downside Farm, south of Freemans Quarry

**6.162** Policy LP16 sets out the criteria that planning applications for mineral working at land at Downside Farm, south of Freemans Quarry, identified as an area of search, must meet. The likely effects of Policy LP16 are summarised in Table 6.16 below and are described below the table.

**Table 6.16: Likely SA effects of Policy LP16**

SA Objective	LP16: Area of search for minerals working – land at Downside Farm, south of Freemans Quarry
1.1: Access to jobs	+/-
1.2: Economic wellbeing	+
1.3: Optimal use of land	-
1.4: Infrastructure	-
2.1: Housing	0
2.2: Affordable housing	0
2.3: Access to facilities	-
2.4: Community cohesion	0
2.5: Healthy living	0
3.1: Renewable energy	0
3.2: Flooding and water quality	0
3.3: Reduce car use	-

SA Objective	LP16: Area of search for minerals working – land at Downside Farm, south of Freemans Quarry
3.4: Landscape/townscape	-
3.5: Heritage	-
3.6: Biodiversity	-

**6.163** A minor positive effect is expected in relation to SA objective 1.2: Economic wellbeing. The identification of an area of search for mineral working could offer job opportunities and an economic boost during the preparation of the site and while the site functions as a working quarry. There may be the potential for on the job training opportunities. However, due to the nature of quarry work, job opportunities will likely be limited and accessible by private car only, with opportunities to commute via public transport and active travel likely to be limited. Therefore, mixed minor positive and minor negative effects are expected in relation to SA objective 1.1: Access to Jobs.

**6.164** The land at Downside Farm is currently designated as green belt and any development of the land will have a negative effect on the existing greenspace. The area of search lies south of an existing quarry so the effects to the green belt are less likely to be significant. The policy does make provision for adequate and appropriate provision for restoration and aftercare. Therefore, a minor negative effect is expected in relation to SA objective: 1.3: Optimal use of land.

**6.165** The policy does not propose any additional infrastructure that would accompany development of the site. Any proposals for mineral working should have a phased infrastructure program. Due to the location of the area of search in close proximity to the A38, it could impact on existing transport infrastructure in terms of capacity with the A38 providing access to Bristol Airport. Therefore, a negative effect is expected in relation to SA objective 1.4: Infrastructure.

**6.166** The area of search is within close proximity of the Potters Hills, roughly 0.4km, and Felton, 1.3km, from the settlement boundary, creating potential

negative effects on residents living in the settlement. However, any proposed development must meet the relevant development management policies to minimise any negative effects brought by development and working of the quarry. There is also an existing working quarry within the area. Therefore, negligible effects are expected in relation to SA objective 2.4: Community cohesion. Potters Hill and Felton are small settlements with limited facilities and services that would be available to employees of a quarry. Therefore, minor negative effects are expected in relation to SA objective 2.3: Access to facilities.

**6.167** Negligible effects are expected in relation to SA Objective 2.5: Healthy living. Provision will be made for diversion of a public right of way that could be affected by operations from the quarry. However, the public right of way will be reinstated when appropriate.

**6.168** The Downside Farm site is partly within an Environment Agency Source Protection Zone. Source Protection Zones (SPZs) are defined around large and public potable groundwater abstraction sites and appropriate measure may be required to minimise any adverse effects to water resources. However, the policy protects against any adverse effects on water and water resources. Therefore, negligible effects are expected in relation to SA objective 3.2: Flooding and water quality.

**6.169** Minor negative effects are expected in relation to SA objective 3.3: Reduce Car Usage. Due to the location of the area of search, public transport will be limited and private car will likely be the main mode of transport. An airport bus runs along the A83 from Bristol, however the nearest bus stop is roughly 1km from the area of search.

**6.170** Development within the area of search will likely have a negative impact on the landscape and detract from the visual attractiveness of the area. The policy does set out that any development of a site for a quarry must have good quality landscaping, with appropriate planting/bunding which should be retained where appropriate and maintained. There are a number of designated historic features within Downside Farm that will likely be impacted by development of the area of search. Therefore, minor negative effects are expected in relation to

SA objective 3.4: Landscape/townscape and SA objective 3.5: Heritage. There is an area of ancient and semi-natural woodland containing a current wildlife set to the south of the area of search. The area of search lies within North Somerset and Mendip Hills Bats SAC Zone A and B designated as being of importance for Horseshoe Bats, which indicates the areas importance in relation to this species. Therefore, a negative effect is expected in relation to SA objective 3.6: Biodiversity.

## LP17: Minerals Safeguarding Area for carboniferous limestone

**6.171** Policy LP17 protects Carboniferous Limestone Mineral Safeguarding Areas (MSAs) from development that is incompatible with safeguarding minerals. The likely effects of Policy LP17 are summarised in Table 6.17 below and are described below the table.

**Table 6.17: Likely SA effects of LP17**

SA Objective	LP17: Minerals Safeguarding Area for carboniferous limestone
1.1: Access to jobs	+/-
1.2: Economic wellbeing	+
1.3: Optimal use of land	0
1.4: Infrastructure	0
2.1: Housing	0
2.2: Affordable housing	0
2.3: Access to facilities	0/-
2.4: Community cohesion	0

SA Objective	LP17: Minerals Safeguarding Area for carboniferous limestone
2.5: Healthy living	0
3.1: Renewable energy	0
3.2: Flooding and water quality	0
3.3: Reduce car use	-
3.4: Landscape/townscape	-
3.5: Heritage	-
3.6: Biodiversity	-

**6.172** A minor positive effect is expected in relation to SA Objective 1.2: Economic Wellbeing. The safeguarding of an area for mineral workings could offer job opportunities if the site is used for minerals working, during both the preparation of the site and while the site functions as a working quarry, positively impacting on the local economy. However, any other development to support the District’s economy within the area is restricted unless it is proven that the minerals are not worth safeguarding. Due to the nature of quarry work, job opportunities will likely be distant from settlements and accessible by private car only with public transport and active travel likely to be limited. Therefore, mixed minor positive and minor negative effects are expected in relation to SA Objective 1.1: Access to Jobs.

**6.173** The land safeguarded for mineral works is currently designated as green belt and any development of the land would potentially have a negative effect on the existing greenspace. Two existing quarries lie within the safeguarded area so the effects to the green belt of any eventual minerals working are less likely to be significant. Therefore, a negligible effect is expected in relation to SA Objective: 1.3: Optimal Use of Land.

**6.174** The restrictions within the policy to safeguard minerals could limit new residential development. However, due to the area’s rural location and the safeguarding boundary running along Potters Hill settlement boundary, a small

settlement, any effect in terms of restricting residential development is likely to be negligible. Exemptions are also set out within the policy for alterations and extension to existing buildings; infill developments and change of use.

Therefore, negligible effects are expected in relation to SA Objective 2.1: Housing and SA Objective 2.2: Affordable Housing.

**6.175** The area safeguarded lies between Nailsea and Backwell and Potters Hill and Felton, creating potential negative effects on residents living in the settlement if the area was to be developed for minerals use. However, there is also an existing working quarry within the area. Therefore, negligible effects are expected in relation to SA Objective 2.4: Community Cohesion. Potters Hill and Felton are small settlements with limited facilities and services available. Backwell and Nailsea to the north west of the safeguarded area are larger settlements providing better access to a wider range of services and facilities. Therefore, negligible mixed with minor negative effects are expected in relation to SA Objective 2.3: Access to Facilities.

**6.176** Minor negative effects are expected in relation to SA Objective 3.3: Reduce Car Usage. Due to the location of the safeguarded area, public transport will be limited and private car will likely be the main mode of transport if the area was to be developed.

**6.177** Development within the safeguarded area is to be restricted and therefore the impact on the landscape is limited. Any future minerals development would likely have a negative impact on the landscape and detract from the visual attractiveness of the area. There are a number of historic monuments within the safeguarded area that could be impacted by any development. Therefore, minor negative effects are expected in relation to SA Objective 3.4: Landscape/townscape and SA Objective 3.5: Heritage. There is a small strip of a larger wildlife set within the safeguarded area. A larger area of ancient and semi-natural woodland lies to the north of the safeguarded area. The area of search lies within North Somerset and Mendip Hills Bats SAC Zone A and B designated as being of importance for Horseshoe Bats, which indicates the areas importance in relation to this species. Therefore, a potential minor negative effect is also identified in relation to SA Objective 3.6: Biodiversity.



# Design and Place-Making Policies

6.178 The likely effects of the Design and Place-Making Policies are summarised in Table 6.18 below and are described below the table.

Table 6.18: Likely SA effects of the Design and Place-Making Policies

SA objectives	DP1: High Quality Design	DP2: Residential Infilling	DP3: Residential Extensions	DP4: HMOs and Residential Subdivision	DP5: Climate Change Adaptation and Resilience	DP6: Net Zero Construction	DP7: Large Scale Renewable Energy Generation	DP8: Efficient Use of Land	DP9: Flood Risk	DP10: Sustainable Drainage	DP11: Rivers, Watercourses and Springs	DP12: Development in the Green Belt
1.1: Access to jobs	0	0	0	0	0	0	0	0	0	0	0	0
1.2: Economic wellbeing	0	0	0	0	0	0	0	0	0	0	0	0
1.3: Optimal use of land	0	0	0	0	+	0	+	++	0	0	0	0
1.4: Infrastructure	0	0	0	0	0	0	0	0	0	0	0	0
2.1: Housing	0	+	+	+	0	0	0	0	0	0	0	+/-
2.2: Affordable housing	0	0	0	0	0	0	0	0	0	0	0	0

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SA objectives	DP1: High Quality Design	DP2: Residential Infilling	DP3: Residential Extensions	DP4: HMOs and Residential Subdivision	DP5: Climate Change Adaptation and Resilience	DP6: Net Zero Construction	DP7: Large Scale Renewable Energy Generation	DP8: Efficient Use of Land	DP9: Flood Risk	DP10: Sustainable Drainage	DP11: Rivers, Watercourses and Springs	DP12: Development in the Green Belt
2.3: Access to facilities	0	0	0	0	0	0	0	0	0	0	0	0
2.4: Community cohesion	0	0	0	0	0	0	0	0	0	0	0	0
2.5: Healthy living	+	+	+	+	0	0	0	0	+	+	+	0
3.1: Renewable energy	0	0	0	0	++	++	++	0	0	0	0	+/-
3.2: Flooding and water quality	+	0	0	0	++	+	+	0	++	++	++	0
3.3: Reduce car use	0	0	0	0	0	0	0	0	0	0	0	0

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SA objectives	DP1: High Quality Design	DP2: Residential Infilling	DP3: Residential Extensions	DP4: HMOs and Residential Subdivision	DP5: Climate Change Adaptation and Resilience	DP6: Net Zero Construction	DP7: Large Scale Renewable Energy Generation	DP8: Efficient Use of Land	DP9: Flood Risk	DP10: Sustainable Drainage	DP11: Rivers, Watercourses and Springs	DP12: Development in the Green Belt
3.4: Landscape/ townscape	++	++	++	+	+	0	+	+	0	0	+	++
3.5: Heritage	++	0	0	0	0	0	+	0	0	0	+	0
3.6: Biodiversity	+	0	0	0	++	0	+	0	0	0	+	0

## DP1: High Quality Design

**6.179** The measures set out in this policy require high quality design standards in new developments, which will have significant positive effects on SA objective 3.4: Landscape and townscape in particular, as well as SA objective 3.5: Heritage as the setting of heritage assets and the historic character of settlements will be preserved and enhanced. Development is required to avoid adverse effects on biodiversity and the incorporation of landscape features such as trees and hedgerows will further benefit SA objective 3.6: Biodiversity. The provision of amenity space within new development will benefit SA objective 2.5: Healthy living, as will the criteria relating to avoiding glare or amenity impacts from new development.

## DP2: Residential Infilling and DP3: Residential Extensions

**6.180** The restrictions placed on infill development and extensions through these policies will have significant positive effects on SA objective 3.4: Landscape and townscape. Policy DP2 seeks to avoid adverse impacts on the street scene and requires that new infill developments are in keeping with their surroundings in terms of form, scale and building materials, while policy DP3 requires that extensions do not harm the street scene and respect their surroundings. Minor positive effects on SA objective 2.5: Healthy living are also expected as these policies require gardens to remain appropriately sized (DP2) and for the living conditions of neighbouring properties not to be prejudiced. Minor positive effects on SA objective 2.1: Housing are also expected as although the policies are to some extent restrictive to housing-related development, they will ensure that new and existing housing is of an appropriately high standard.

## DP4: HMOs and Residential Subdivision

**6.181** This policy is expected to have a minor positive effect on SA objective 2.1: Housing as it will ensure that housing is high quality by preventing the inappropriate sub-division of housing. It will also have a minor positive effect on SA objective 2.5: Healthy living by ensuring decent living standards and amenity. The requirement for residential sub-divisions not to have negative effects on their surroundings means that a minor positive effect is also likely in relation to SA objective 3.4: Landscape and townscape.

## DP5: Climate Change Adaptation and Resilience, DP6: Net Zero Construction and DP7: Large Scale Renewable Energy Generation

**6.182** These three policies are all expected to have significant positive effects on SA objective 3.1: Renewable energy as they all seek to mitigate and adapt to climate change including through the generation of renewables. In particular, policy DP6 sets out a requirement for all buildings to achieve net zero operational energy compliance and net zero embodied carbon by 2030. Positive effects are also likely from all three policies in relation to SA objective 3.2: Flooding and water quality, as all of the policies include measures seeking to mitigate the risks of flooding and to protect water quality. Policy DP5 is likely to have a significant positive effect on that objective as it requires development to avoid areas at high risk of flooding and to incorporate SuDS. Policies DP5 and DP7 are likely to have positive effects on SA objectives 3.4: Landscape/townscape and 3.6: Biodiversity due to the measures that they include seeking to ensure that renewable energy and other developments do not have adverse effects on these features, while policy DP7 will also have a minor positive effect on SA objective 3.5: Heritage. Policies DP5 and DP7 are expected to have minor positive effects on SA objective 1.3: Optimal use of land

as they both include measures prioritising the use of brownfield sites and protecting best and most versatile agricultural land.

## DP8: Efficient Use of Land

**6.183** A significant positive effect on SA objective 1.2: Optimal use of land is likely from this policy as it specifically seeks to ensure that new developments make effective and efficient use of land. While higher density development is encouraged for this reason, the policy also requires density to respect and complement local character; therefore a minor positive effect on SA objective 3.4: Landscape/townscape is expected.

## DP9: Flood Risk, DP10: Sustainable Drainage and DP11: Rivers, Watercourses and Springs

**6.184** These three policies will all have significant positive effects on SA objective 3.2: Flooding and water quality as they all specifically aim to reduce the risk of flooding and to preserve the quality of watercourses. Reducing the risk of flooding will also have minor positive effects on SA objective 2.5: Healthy living, due to the negative impacts that flooding can otherwise have on peoples' physical and mental health. Policy DP11 is likely to have minor positive effects on SA objectives 3.4: Landscape/townscape and 3.5: Heritage as it requires development proposals along main rivers and viewed rhynes to preserve and enhance the natural, historically and culturally distinctive landscape of the North Somerset Levels and Moors. Policy DP10 promotes the use of SuDS which can benefit the natural environment; therefore a minor positive effect is likely on SA objective 3.6: Biodiversity.

## DP12: Development in the Green Belt

**6.185** This policy is expected to have a significant positive effect on SA objectives 3.4: Landscape/townscape as its primary aim is to preserve the openness and character of North Somerset's Green Belt. Mixed effects may occur in relation to SA objectives 2.1: Housing and 3.1: Renewable Energy as, while the policy could be seen as restrictive to these forms of development, the policy does not prohibit them and the criteria that proposals must meet should ensure that new developments of this nature that do come forward in the Green Belt are of high quality.

## Transport Policies

**6.186** The likely effects of the Transport Policies are summarised in Table 6.19 below and are described below the table



**Table 6.19: Likely SA effects of the Transport Policies**

SA objectives	DP13: Highway safety, traffic and provision of infrastructure associated with development	DP14: Active and Sustainable Transport	DP15: Active Travel Routes	DP16: Bus Accessibility	DP17: Travel Plans	DP18: Parking	DP19: Airport Related Car Parking
1.1: Access to jobs	0	0	0	+	0	0	0
1.2: Economic wellbeing	0	0	0	0	0	0	0
1.3: Optimal use of land	0	0	0	0	0	0	0
1.4: Infrastructure	0	0	0	0	0	0	0
2.1: Housing	0	0	0	0	0	0	0
2.2: Affordable housing	0	0	0	0	0	0	0
2.3: Access to facilities	0	0	0	0	0	0	0
2.4: Community cohesion	0	0	0	0	0	0	0

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SA objectives	DP13: Highway safety, traffic and provision of infrastructure associated with development	DP14: Active and Sustainable Transport	DP15: Active Travel Routes	DP16: Bus Accessibility	DP17: Travel Plans	DP18: Parking	DP19: Airport Related Car Parking
2.5: Healthy living	+	++	++	0	0	0	0
3.1: Renewable energy	0	0	0	0	0	0	0
3.2: Flooding and water quality	0	0	0	0	0	0	0
3.3: Reduce car use	+	++	++	++	++	+/-	+/-
3.4: Landscape/townscape	+	0	0	0	0	0	0
3.5: Heritage	0	0	0	0	0	0	0
3.6: Biodiversity	0	0	0	0	0	0	0

## DP13: Highway Safety, Traffic and Provision of Infrastructure Associated With Development

**6.187** The measures in this policy requiring mitigation where new development could negatively impact on traffic levels are expected to have minor positive effects on SA objectives 2.5: Healthy living and 3.3: Reduce car use. A minor positive effect is also likely in relation to SA objective 3.4: Landscape/townscape as the policy requires development not to have a negative impact on the character of the surrounding area as a result of traffic generation.

## DP14: Active and Sustainable Transport, DP15: Active Travel Routes, DP16: Bus Accessibility and DP17: Travel Plans

**6.188** Policies DP14 and DP15 both aim to encourage and facilitate increased levels of walking and cycling within North Somerset, including by protecting existing and proposed active travel routes, and so are likely to have significant positive effects on SA objectives 2.5: Healthy living and 3.3: Reduce car use. Policy DP16 will also have a significant positive effect on SA objective 3.3: Reduce car use as it seeks to ensure that people are able to access well-serviced bus stops. A minor positive effect on SA objective 1.1: Access to jobs is also likely to result, as more people should be able to access employment sites via sustainable modes of transport. The requirement for Travel Plans to be prepared under policy DP17 will also have a significant positive effect on SA objective 3.3: Reduce car use as these plans will aim to reduce the amount of car traffic generated by new development.

## DP18: Parking and DP19: Airport Related Car Parking

**6.189** These policies could have mixed effects on SA objective 3.3: Reduce car use. While they both allow for car parking provision, which could be seen as facilitating ongoing car use and reducing modal shift, they both seek to ensure that parking provision is at an appropriate level and do not undermine the overall approach to encouraging sustainable transport use.

## Economic Development Policies

**6.190** The likely effects of the Economic Development Policies are summarised in Table 6.20 below and are described below the table.

Table 6.20: Likely SA effects of the Economic Development Policies

SA objectives	DP20: Safeguarding Employment Sites	DP21: Visitor Attractions	DP22: Visitor Accommodation	DP23: Town Centres	DP24: District Centres	DP25: Local Centres	DP26: Primary Shopping Areas	DP27: Retail Parks	DP28: Sequential Approach for Town Centre Uses	DP29: Control of Non-Mineral Development	DP30: Mineral Working Exploration, Extraction and Processing
1.1: Access to jobs	++	+	+	++	+	+	+	+/-	+	0	0
1.2: Economic wellbeing	++	++	++	++	+	+	+	++	++	++/-	++/-
1.3: Optimal use of land	+	0	0	+	+	+	+	0	0	+	+
1.4: Infrastructure	0	0	0	0	0	0	0	+?	0	0	0
2.1: Housing	0	0	0	+	+	+	0	0	0	-	-

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SA objectives	DP20: Safeguarding Employment Sites	DP21: Visitor Attractions	DP22: Visitor Accommodation	DP23: Town Centres	DP24: District Centres	DP25: Local Centres	DP26: Primary Shopping Areas	DP27: Retail Parks	DP28: Sequential Approach for Town Centre Uses	DP29: Control of Non-Mineral Development	DP30: Mineral Working Exploration, Extraction and Processing
2.2: Affordable housing	0	0	0	0	0	0	0	0	0	0	0
2.3: Access to facilities	0	+	+	++	++	++	++	--/+	++	0	0
2.4: Community cohesion	+	+	0	+	+	+	+	+/-	+	0	0
2.5: Healthy living	0	+	0	+	+	+	+	+/-	+	0	+
3.1: Renewable energy	0	+	0	0	0	0	0	0	0	0	0
3.2: Flooding	0	0	0	0	0	0	0	0	0	0	+

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SA objectives	DP20: Safeguarding Employment Sites	DP21: Visitor Attractions	DP22: Visitor Accommodation	DP23: Town Centres	DP24: District Centres	DP25: Local Centres	DP26: Primary Shopping Areas	DP27: Retail Parks	DP28: Sequential Approach for Town Centre Uses	DP29: Control of Non-Mineral Development	DP30: Mineral Working Exploration, Extraction and Processing
3.3: Reduce car use	+	+	0	+	+	+	+	--/+	+	0	+
3.4: Landscape/townscape	0	+	0	+	0	0	+	+	0	0	+
3.5: Heritage	0	+	0	+	0	0	+	+	0	0	+
3.6: Biodiversity	0	+	0	0	0	0	0	0	0	0	+

## DP20: Safeguarding Employment Sites [See reference 18]

**6.191** The approach to safeguarding employment sites is expected to have significant positive effects on SA objectives 1.1: Access to jobs and 1.2: Economic wellbeing given the nature of the policy. Given that the policy will allow for alternative uses at these locations where wider economic aspirations would not be adversely affected, a sustainable approach to the use of land supplies in the District is broadly supported. A minor positive effect is therefore expected on SA objective 1.3: Optimal use of land. The policy will help support access to jobs for a majority of residents in the plan area and supports development at safeguarded employment sites in circumstances where there would be removal of incompatible uses to benefit the community or development would result in significant improvements in the living conditions of existing neighbouring residents. The policy is therefore expected to have a minor positive effect on SA objective 2.4: Community cohesion. A minor positive effect is also expected on SA objective 3.3: Reduced car use given that the policy is expressly opposed to development of existing employment sites where there is potential for adverse effects in relation to commuting patterns.

## DP21: Visitor Attractions and DP22: Visitor Accommodation

**6.192** Policies DP21 and DP22 are supportive of the delivery of a high quality of visitor attractions and accommodation in the District. The policy does not set out the specific location of new developments of this type and given the rural nature of many parts of North Somerset, some will come forward at locations which are accessible to a lower number of residents. However, development provided in this way will be of importance in terms of supporting access to jobs for residents in rural locations, while developments of this type in the more developed areas of the District will be accessible to a wider number of residents. Minor positive



effects are therefore expected on SA objective 1.1: Access to jobs for both policies. Given that both policies will support the growth and economic value of the tourism industry in North Somerset (particularly in light of changes resulting from Brexit and COVID-19) significant positive effects are expected for both policies on SA objective 1.2: Economic wellbeing. Both policies will also support access to facilities in the District which may be used by local people (visitor attractions and accommodation may provide space for community meetings, etc.) as well as visitors to the District and minor positive effects are also expected on SA objective 2.3: Access to facilities.

**6.193** Policy DP21 includes requirements for developments for visitor attractions to be of a high quality of design with resulting no adverse impacts for the natural and historic environment, local amenity and character of the area. This approach is likely to result in minor positive effects on SA objectives 2.4: Community cohesion, 3.4: Landscape/townscape and 3.5: Heritage and 3.6: Biodiversity. These types of developments are also required by Policy DP21 to support climate change objectives and opportunities for access by active or public transport. Therefore, minor positive effects are also expected on SA objectives 2.5: Healthy living, 3.1: Renewable energy and 3.3: Reduce car use.

## DP23: Town Centres, DP24: District Centres and DP25: Local Centres

**6.194** Policies DP24, DP24 and DP25 are expected to help promote the sustainable growth, regeneration and viability of the town, district and local centres in North Somerset. Given the role these locations play in terms of access to jobs (for example in the service sector and retail) as well as the overall economic success of the District, positive effects are expected for all three policies on SA objectives 1.1: Access to jobs and 1.2: Economic wellbeing. The larger towns in North Somerset contain the highest concentrations of business in the District [\[See reference 19\]](#) and it is expected that Policy DP23 will help to support existing businesses in these locations by supporting development that is complementary to the existing centres. It will also directly support developments that increase job, education and training

opportunities and therefore the positive effects expected for this policy in relation to SA objectives 1.1 and 1.2 are likely to be significant. All three policies are supportive of developments for uses above shops or commercial units, which will support a more efficient pattern of land use in the District. This includes support for new housing delivered in this manner and therefore minor positive effects are expected for all three policies on SA objectives 1.3: Optimal use of land and 2.1: Housing.

**6.195** All three policies are expected to help support the maintenance and delivery of new services and facilities (including essential services and facilities which are of importance for community cohesion) at more locations which are accessible to a high number of residents. All three policies also support development which improves access by active modes of transport. The positive effects recorded on SA objective 2.3: Access to facilities are expected to be significant given the importance of centres in the District in terms of ensuring access to services and facilities for residents. Minor positive effects are also expected on SA objectives 2.4: Community cohesion and 3.3: Reduce car use. Given the likely benefits related to supporting an increased uptake of active modes of transport minor positive effects are also expected on SA objective 2.5: Healthy living for these policies. Of the three policies considered, only Policy DP23 expressly addresses the aesthetic qualities required of new development. This policy requires that development enhances the character of town centres and the identity and heritage of individual elements of these centres. Minor positive effects are therefore recorded on SA objectives 3.4: Landscape/townscape and 3.5: Heritage.

## DP26: Primary Shopping Areas

**6.196** Policy DP26 is expected to promote the vitality and viability of the primary shopping areas in Weston-super-Mare, Clevedon, Nailsea and Portishead, thereby supporting the economic sustainability of these areas and job provision here. Given that the policy will only support uses outside of Class E(a) where they support the functioning of the town centre and encourage increased footfall, minor positive effects are expected in relation to SA objectives 1.1: Access to jobs and 1.2: Economic wellbeing. The policy will support appropriate

complementary uses of land within primary shopping areas and therefore minor positive effects are identified on SA objective 1.3: Optimal use of land. A significant positive effect is identified in relation to SA objective 2.3: Access to facilities given that the policy will support the provision of services in areas which are among the most accessible in the District, including those that are easily accessible by different modes of transport. Given that social integration will likely be supported by the provision of additional services and facilities delivered in town centre locations, a minor positive effect is identified in relation to SA objective 2.4 Community cohesion. Supporting the enhancement of the existing town centres is likely to benefit public health, as retail and shopping areas will be more easily accessible on foot or using other active transport modes and this is also likely to support reduced reliance on private vehicles. Therefore, minor positive effects are also expected on SA objectives 2.5 Healthy living and 3.3: Reduce car use. The policy also required that Class E uses outside of Class E(a) should also contribute local distinctiveness and this is likely to benefit the enhancement of townscapes in the District and the local historic environment and its setting. Minor positive effects are therefore recorded on SA objectives 3.4: Landscape/townscape and 3.5: Heritage.

## DP27: Retail Parks and DP28: Sequential Approach for Town Centre Uses

**6.197** Policies DP27 and DP28 will help to direct the majority of retail proposals to primary shopping area with retail park locations only to be considered where it is demonstrated that there are no suitable locations of this type. The specific sequential approach is set out through Policy DP28. It is likely that these policies will encourage the economic growth of the District at retail parks and town centre locations with job provision supported by this type of growth. Both policies are expected to have a positive effect in relation to SA objectives 1.1: Access to jobs and 1.2: Economic wellbeing. The positive effect in relation to SA objective 1.2 is significant for both policies given the importance this type of development will have in terms of supporting retail growth and expenditure as well growth in related sectors. Both policies will support access to jobs, however, by setting the principle for development at retail parks, Policy DP27

will allow for the provision of some new job creation at locations which are less accessible to those without a car. Therefore, the minor positive effect recorded on SA objective 1.1 is combined with a minor negative effect. Given their large size, delivering large scale new retail parks may support substantial new infrastructure provision in the plan area and therefore an uncertain minor positive effect is expected on SA objective 1.4: Infrastructure. Policy DP27 requires that large proposals should not harm the viability and vitality of town or local centres.

**6.198** The general support for retail service provision and protection for centre locations as among the most accessible in the District which contribute social integration means that a minor positive effect is expected in relation to SA objectives 2.3: Access to facilities, 2.4: Community cohesion and 2.5: Healthy living. The wide range of services and facilities accessible at these locations help to encourage trips to be made by cycling and walking. For Policy DP28 the positive effect is likely to be significant that the sequential test will help focus retail services where they are most accessible to local people. Policy DP27 provides some support for a more car centric approach to development with negative effects expected on SA objectives 2.3, 2.4 and 2.5. The potential for a proliferation of car journeys to result means that a significant negative effect is recorded for Policy DP27 in relation to SA objective 3.3: Reduce car use. The policy also requires the incorporation of pedestrian links between new retail parks and surrounding areas and therefore a minor positive effect is expected in combination. The requirement set out in Policy DP27 for retail park development to incorporate high-quality design of buildings, layout, landscaping and public realm means that minor positive effects are recorded in relation to SA objectives 3.4: Landscape/townscape and 3.5: Heritage.

## DP29: Control of Non-Mineral Development and DP30: Mineral Working Exploration, Extraction and Processing

**6.199** The approach to minerals workings and non-mineral development in areas where there could be impacts on mineral reserves is expected to help ensure suitable supplies of these resources thereby supporting long term economic growth in North Somerset. Significant positive effects are therefore expected in relation to SA objective 1.2: Economic wellbeing for both policies. Both policies could limit the delivery of other types of economic growth in close proximity to mineral sites and a minor negative effect is expected in combination with the significant positive effects. The support both policies provide in terms of protecting land which contain mineral resources for suitable uses means that minor positive effects are recorded on SA objective 1.3: Optimal use of land. The protection of land for future minerals working and support for development relating to minerals working will also make parts of the District unsuitable for housing delivery. Therefore, minor negative effects are expected for both policies on SA objective 2.1: Housing. While Policy DP30 includes the principle to support development for minerals working, this is based on conditions which development should address in relation to water resources, flood risk, air quality and other types of pollution, health and safety as well as visual impacts including those relating to heritage and landscape. Minor positive effects are therefore expected on SA objectives 2.5: Healthy living, 3.2: Flooding, 3.3: Reduce car use, 3.4: Landscape/townscape, 3.5: Heritage and 3.6: Biodiversity.

## Natural and Historic Environment Policies

**6.200** The likely effects of the Natural and Historic Environment Policies are summarised in Table 6.21 below and are described below the table.

Table 6.21: Likely effects of the Natural and Historic Environment Policies

SA objectives	DP31: Green Infrastructure	DP32: Nature Conservation	DP33: Biodiversity Net Gain	DP34: Trees and Woodlands	DP35: Landscape	DP36: Green spaces not designated as Local Green Space	DP37: Mendip Hills AONB	DP38: Built Heritage	DP39: Archaeology and Non-Designated Heritage Assets	DP40: Historic Parks and Gardens	DP41: Coastal Erosion and Marine Management
1.1: Access to jobs	0	0	0	0	0	0	0	0	0	0	0
1.2: Economic wellbeing	0	0	0	0	0	0	+	0	0	0	0
1.3: Optimal use of land	0	0	0	0	0	0	0	0	0	0	0
1.4: Infrastructure	0	0	0	0	0	0	0	0	0	0	0
2.1: Housing	0	0	0	0	0	0	0	0	0	0	0

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SA objectives	DP31: Green Infrastructure	DP32: Nature Conservation	DP33: Biodiversity Net Gain	DP34: Trees and Woodlands	DP35: Landscape	DP36: Green spaces not designated as Local Green Space	DP37: Mendip Hills AONB	DP38: Built Heritage	DP39: Archaeology and Non-Designated Heritage Assets	DP40: Historic Parks and Gardens	DP41: Coastal Erosion and Marine Management
2.2: Affordable housing	0	0	0	0	0	0	0	0	0	0	0
2.3: Access to facilities	0	0	0	0	0	0	0	0	0	0	0
2.4: Community cohesion	++	+	+	+	+	+	+	0	0	0	0
2.5: Healthy living	++	+	+	+	+	+	+	0	0	0	0
3.1: Renewable energy	0	0	0	0	0	0	0	0	0	0	0
3.2: Flooding and water quality	+	+	+	0	0	+	0	0	0	0	+

**Chapter 6** Sustainability Appraisal Findings - Preferred Options Local Plan

SA objectives	DP31: Green Infrastructure	DP32: Nature Conservation	DP33: Biodiversity Net Gain	DP34: Trees and Woodlands	DP35: Landscape	DP36: Green spaces not designated as Local Green Space	DP37: Mendip Hills AONB	DP38: Built Heritage	DP39: Archaeology and Non-Designated Heritage Assets	DP40: Historic Parks and Gardens	DP41: Coastal Erosion and Marine Management
3.3: Reduce car use	+	0	0	0	0	0	0	0	0	0	0
3.4: Landscape/townscape	+	+	+	+	++	+	++	+	0	+	+
3.5: Heritage	+	+	+	+	++	+	+	++	++	++	0
3.6: Biodiversity	++	++	++	++	+	+	+	0	0	0	+



## DP31: Green Infrastructure, DP32: Nature Conservation, DP33: Biodiversity Net Gain and DP34: Trees and Woodlands

**6.201** Significant positive effects on SA objective 3.6: Biodiversity are likely for Policies DP31, DP32, DP33 and DP34, given that they all include requirements for development proposals that will protect and enhance biodiversity. Retention and incorporation of wildlife features is explicitly mentioned in requirements set out for green infrastructure in Policy DP31 and the commitment to creating Green Infrastructure networks is likely to improve habitat connectivity within North Somerset. Policy DP32 and P33 ensure that development will not result in adverse impacts on designated sites and will provide opportunities to deliver enhancements respectively. Long term impacts are also considered in these policies, with Policy DP32 setting out mitigation measures needed where it is deemed development proposals may impact designated and Policy DP33 suggests that delivery of biodiversity net gains should include a management plan for 30 years.

**6.202** Minor positive effects on SA objectives 3.4: Landscape/townscape and 3.6: Biodiversity are likely for Policies DP31, DP32, DP33 and DP34 as the protection and enhancement of the natural environment is also likely to protect and enhance landscape character and the setting of heritage assets.

**6.203** Significant positive effects on SA objectives 2.4: Community cohesion and 2.5: Healthy living are likely for Policy DP31 as the policy requires development proposals to ensure that green infrastructure is designed to promote community cohesion and enable the community to actively use it for recreation. The protection measures outlined in Policy DP32 and DP34 and the enhancement measures outlined in DP33 are also likely to contribute to providing North Somerset's residents with sufficient attractive, open space. Therefore, minor positive effects on SA objectives 2.4 and 2.5 are identified for these policies.

**6.204** Policy DP31 emphasises that proposals should ensure that green infrastructure is multi-functional, maximising the opportunity to respond to climate change. It is likely this will encourage the incorporation of active travel routes into green infrastructure networks, which may promote more sustainable travel patterns amongst residents. Minor positive effects for Policy DP31 are therefore identified in relation to SA objective 3.3: Reduce car use.

**6.205** Policy DP31 requires development proposals to integrate sustainable drainage into green infrastructure and therefore minor positive effects on SA objective 3.2: Flooding and water quality are identified. The delivery of biodiversity net gains, as set out in Policy DP33, and the protection of designated biodiversity sites, as set out in Policy DP32, is likely to offer opportunities to improve water quality and prevent pollution to watercourses. Minor positive effects on SA objective 3.2 are therefore also likely for these policies.

## **DP35: Landscape, DP36: Green spaces not designated as Local Green Space and DP37: Mendip Hills AONB**

**6.206** Significant positive effects on SA objective 3.4: Landscape/townscape are likely for Policies DP35 and DP37 as the former is directly concerned with ensuring that development proposals do not adversely impact the landscape character of the District and the latter requires development proposals to conserve and enhance the Mendip Hills AONB, which form an integral part of North Somerset's landscape character. For Policy DP36, minor positive effects on SA objective 3.4 are identified as the protection of undesignated green space within settlement boundaries from development is likely to contribute to conserving the attractiveness and character of towns in the District.

**6.207** Policy DP35 requires development proposals to have regard to the distinctive qualities of nationally registered and unregistered Historic Parks and Gardens, carefully integrate into the historic environment and respect the

character of the historic landscape. As such, significant positive effects on SA objective 3.5: Heritage are likely for this policy. Minor positive effects on SA objective 3.5 are likely for Policies DP36 and DP37 as the protection of undesignated green space and the Mendip Hills AONB will contribute to preserving the setting of historic environment assets. The requirements for proposals to not have adverse impacts on landscape character are also likely to contribute to protecting wildlife and habitats in the District. As a result, minor positive effects on SA objective 3.6: Biodiversity are identified for Policies DP35, DP36 and DP37.

**6.208** Minor positive effects on SA objective 2.4: Community cohesion and SA objective 2.5: Healthy living are likely for Policies DP35, DP36 and DP37 as the requirements for development proposals set out may also contribute to protecting key areas of open space in towns and the countryside within North Somerset, that provide opportunities for meeting and recreation.

**6.209** Policy DP37 requires proposals to consider the economic well-being of the Mendip Hills AONB and therefore minor positive effects on SA objective 1.2: Economic wellbeing are identified.

## **DP38: Built Heritage, DP39: Archaeology and Non-Designated Heritage Assets and DP40: Historic Parks and Gardens**

**6.210** Significant positive effects on SA objective 3.5: Heritage are likely for Policies DP38, DP39 and DP40 as they require development proposals to demonstrate that they will not cause harm to designated heritage assets, archaeological assets and non-designated heritage assets and historic parks and gardens respectively. Requirements include a Heritage Statement to accompany planning applications and, in the case of Policy DP38, development proposals should enhance the character, appearance and special interest of Conservation Areas, listed buildings and their settings where possible.

**6.211** Conservation Areas and the listed buildings within them form a significant part of the character of towns within the District, whilst Historic Parks and Gardens within North Somerset contain important aspects of landscape character. Policies DP38 and DP340 contribute to protecting the aforementioned and therefore minor positive effects on SA objective 3.4: landscape/townscape are likely.

## **DP41: Coastal Erosion and Marine Management**

**6.212** Policy DP41 will protect coastal areas that are at risk from coastal erosion from inappropriate development, which may contribute to preserving seascape character. As such, minor positive effects on SA objective 3.4: Landscape/townscape are likely.

**6.213** The policy requires that any development proposals do not conflict with any Shoreline Management Plans, which may prevent development coming forward that would be subjected to coastal flooding. Minor positive effects on SA objective 3.2: Flooding and water quality are therefore identified.

**6.214** Minor positive effects on SA objective 3.6: Biodiversity are likely as any applications for new car parking provisions within 1km of a designated coastal or marine site are required by the policy to demonstrate they they will not have adverse impacts on European sites.

## **Life Prospects Policies**

**6.215** The likely effects of the Life Prospects Policies are summarised in Table 6.22 below and are described below the table.

Table 6.22: Likely SA effects of the Life Prospects Policies

SA objectives	DP42: Affordable housing (including rural exception schemes)	DP43: Gypsies and travellers and travelling show people	DP44: Accessible and adaptable homes	DP45: Residential Space Standards	DP46: Homes for all	DP47: Older person Accommodation	DP48: Residential annexes	DP49: Healthy Places	DP50: New educational, sports leisure and	DP51: Provision of educational, sporting, leisure, cultural or	DP52: Protection of existing educational, sporting, leisure, cultural or community facilities
1.1: Access to jobs	0	0	0	0	0	0	0	0	0	0	0
1.2: Economic wellbeing	0	0	0	0	0	0	0	0	0	0	0
1.3: Optimal use of land	0	+	0	0	0	0	0	0	0	0	0

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SA objectives	DP42: Affordable housing (including rural exception schemes)	DP43: Gypsies and travellers and travelling show people	DP44: Accessible and adaptable homes	DP45: Residential Space Standards	DP46: Homes for all	DP47: Older person Accommodation	DP48: Residential annexes	DP49: Healthy Places	DP50: New educational, sports leisure and	DP51: Provision of educational, sporting, leisure, cultural or	DP52: Protection of existing educational, sporting, leisure, cultural or community facilities
1.4: Infrastructure	0	+	0	0	0	0	0	0	0	0	0
2.1: Housing	++	++	++	++	++	++	+	0	0	0	0
2.2: Affordable housing	++	0	++	++	++	++	0	0	0	0	0
2.3: Access to facilities	0	+	0	0	0	+	0	0	++	++	++

**Chapter 6** Sustainability Appraisal Findings - Preferred Options Local Plan

SA objectives	DP42: Affordable housing (including rural exception schemes)	DP43: Gypsies and travellers and travelling show people	DP44: Accessible and adaptable homes	DP45: Residential Space Standards	DP46: Homes for all	DP47: Older person Accommodation	DP48: Residential annexes	DP49: Healthy Places	DP50: New educational, sports leisure and	DP51: Provision of educational, sporting, leisure, cultural or	DP52: Protection of existing educational, sporting, leisure, cultural or community facilities
2.4: Community cohesion	+	0	0	0	0	+	0	0	0	0	0
2.5: Healthy living	0	0	++	0	++	++	0	++	++	++	++
3.1: Renewable energy	0	0	0	0	0	0	0	0	0	0	0
3.2: Flooding and water quality	+	0	0	0	0	0	0	0	0	0	0

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SA objectives	DP42: Affordable housing (including rural exception schemes)	DP43: Gypsies and travellers and travelling show people	DP44: Accessible and adaptable homes	DP45: Residential Space Standards	DP46: Homes for all	DP47: Older person Accommodation	DP48: Residential annexes	DP49: Healthy Places	DP50: New educational, sports leisure and	DP51: Provision of educational, sporting, leisure, cultural or	DP52: Protection of existing educational, sporting, leisure, cultural or community facilities
3.3: Reduce car use	0	+/-	0	0	0	0	0	0	+	0	0
3.4: Landscape /townscape	+	+	0	0	0	0	+	0	0	0	0
3.5: Heritage	+	0	0	0	0	0	0	0	0	0	0
3.6: Biodiversity	+	0	0	0	0	0	0	0	0	0	0



## DP42: Affordable Housing (Including Rural Exception Schemes)

**6.216** The approach to affordable housing delivery will have significant positive effects on SA objectives 2.1: Housing and 2.2: Affordable Housing, due to the nature of the policy. Minor positive effects on SA objectives 3.2: Flooding and water quality, 3.4: Landscape/townscape, 3.5: Heritage and 3.6: Biodiversity are likely as the policy requires sensitive locations to be avoided which is assumed to include constraints of this nature. A minor positive effect may also occur on SA objective 2.4: Community cohesion as the delivery of affordable housing will enable a wider range of people, including younger people and families, to remain living in their local communities.

## DP43: Gypsies and Travellers and Travelling Show People

**6.217** The provision of Gypsy and Traveller sites to meet the identified local needs will have a significant positive effect on SA objective 2.1: Housing. Minor positive effects are likely in relation to SA objectives 1.4: Optimal use of land and 3.4: Landscape/townscape as the policy gives preference to brownfield sites and requires consideration to be given to impacts on local character. A minor positive effect is also likely in relation to SA objective 2.3: Access to facilities as the policy requires the provision of appropriate services and for the proximity of sites to local services and facilities to be considered. Effects on SA objective 3.3: Reduce car use may be mixed as, while the policy requires sites to be close to facilities (which may enable walking/cycling) and safe pedestrian access, it also considers the access of sites to the road network and requires appropriate parking provision which may discourage modal shift.

## DP44: Accessible and adaptable homes, DP45: Residential Space Standards, DP46: Homes for all and DP47: Older person Accommodation

**6.218** These policies will all have significant positive effects on SA objectives 2.1: Housing and 2.2: Affordable Housing, as the policy requirements will increase the overall quality and accessibility of new housing (including affordable housing) in North Somerset. A significant positive effect on SA objective 2.5: Healthy lives is also expected from policies DP44, DP46 and DP47 as these policies will ensure that appropriate housing is available to meet the needs of all groups including elderly and those needing care. The space standards set out in Policy DP44 will also benefit the health and wellbeing of residents. Policy DP47 will have minor positive effects on SA objectives 2.3: Access to facilities and 2.4: Community cohesion as the policy will ensure that elderly people are able to access community facilities and participate actively in their local communities.

## DP48: Residential annexes

**6.219** The criteria that will be applied to applications for residential annexes through this policy could be seen as potentially restrictive; however they will ensure that any annexes are appropriate and do not negatively impact upon residential amenity. Therefore, an overall minor positive effect is likely in relation to SA objective 2.1: Housing. A minor positive effect is also likely in relation to SA objective 3.4: Landscape/townscape as the policy seeks to ensure that annexes are appropriately sized so as not to negative impact on local character.

## DP49: Healthy Places

**6.220** The requirement of this policy for development proposals over certain sizes to be subject to a Health Impact Assessment (HIA) means that a significant positive effect is likely in relation to SA objective 2.5: Healthy living.

## DP50: New Educational, Sports Leisure and Community Facilities, DP51: Provision of Educational, Sporting, Leisure, Cultural or Community Facilities to Meet Tthe Needs of New Development and DP52: Protection of Existing Educational, Sporting, Leisure, Cultural or Community Facilities

**6.221** These policies are expected to have significant positive effects on SA objectives 2.3: Access to facilities and 2.5: Health Living as they set out criteria for the protection of and delivery of new educational, sporting, leisure, health and community uses and require them to be well-related to the intended community users. Requiring new provision to meet the needs of new developments (policy DP51) will help to ensure that existing facilities are not overloaded. Minor positive effects are also likely in relation to SA objective 3.3: Reduce car use as the measures in the policies will help to ensure that facilities are accessible to more people via non-car based modes of transport; for example policy DP10 encourages a town-centre first approach and DP51 requires facilities to be accessible to pedestrians and cyclists.

# Countryside Policies

6.222 The likely effects of the Countryside Policies are summarised in Table 6.23 below and are described below the table

Table 6.23: Likely SA effects of the Countryside Policies

SA objectives	DP53: Best and Most Versatile Land	DP54: Rural Workers Housing	DP55: Agriculture and Land Based Rural Businesses	DP56: Equestrian Development	DP57: Recreational Use in the Countryside	DP58: Replacement Dwellings in the Countryside	DP59: Conversion or reuse of rural buildings	DP60: Previously developed land in the countryside	DP61: Employment on green field land in the countryside	DP62: Existing businesses in the countryside	DP63: Visitor accommodation in the countryside including camping and caravanning
1.1: Access to jobs	0	+	+	+	+	0	+	+	+	+	0
1.2: Economic wellbeing	0	+	+	+	+	0	+	+	+	+	0
1.3: Optimal use of land	++	0	+	0	+	0	0	++	+	+	+
1.4: Infrastructure	0	0	0	0	0	0	0	0	0	0	0

**Chapter 6** Sustainability Appraisal Findings - Preferred Options Local Plan

SA objectives	DP53: Best and Most Versatile Land	DP54: Rural Workers Housing	DP55: Agriculture and Land Based Rural Businesses	DP56: Equestrian Development	DP57: Recreational Use in the Countryside	DP58: Replacement Dwellings in the Countryside	DP59: Conversion or reuse of rural buildings	DP60: Previously developed land in the countryside	DP61: Employment on green field land in the countryside	DP62: Existing businesses in the countryside	DP63: Visitor accommodation in the countryside including camping and caravanning
2.1: Housing	0	+	0	0	0	+	+	0	0	0	0
2.2: Affordable housing	0	0	0	0	0	0	0	0	0	0	0
2.3: Access to facilities	0	0	0	+	+	0	0	+	0	0	+
2.4: Community cohesion	0	0	0	+	+	0	0	+	0	0	0
2.5: Healthy living	+	0	+	+	+	0	0	0	0	0	0

**Chapter 6** Sustainability Appraisal Findings - Preferred Options Local Plan

SA objectives	DP53: Best and Most Versatile Land	DP54: Rural Workers Housing	DP55: Agriculture and Land Based Rural Businesses	DP56: Equestrian Development	DP57: Recreational Use in the Countryside	DP58: Replacement Dwellings in the Countryside	DP59: Conversion or reuse of rural buildings	DP60: Previously developed land in the countryside	DP61: Employment on green field land in the countryside	DP62: Existing businesses in the countryside	DP63: Visitor accommodation in the countryside including camping and caravanning
3.1: Renewable energy	0	0	0	0	0	0	0	0	0	0	0
3.2: Flooding and water quality	+/-	0	0	+	0	0	0	0	0	0	+
3.3: Reduce car use	0	+	0	0	+	0	0	0	0	0	0
3.4: Landscape/townscape	+	0	+	+	+	+	+	+	+	+	+
3.5: Heritage	+	0	0	+	0	+	+	0	0	0	0

**Chapter 6** Sustainability Appraisal Findings - Preferred Options Local Plan

SA objectives	DP53: Best and Most Versatile Land	DP54: Rural Workers Housing	DP55: Agriculture and Land Based Rural Businesses	DP56: Equestrian Development	DP57: Recreational Use in the Countryside	DP58: Replacement Dwellings in the Countryside	DP59: Conversion or reuse of rural buildings	DP60: Previously developed land in the countryside	DP61: Employment on green field land in the countryside	DP62: Existing businesses in the countryside	DP63: Visitor accommodation in the countryside including camping and caravanning
3.6: Biodiversity	+	0	0	+	+	0	0	0	0	0	0



## DP53: Best and Most Versatile Land

**6.223** The policy states that non-agricultural use proposals comprising more than 20 hectares of land should not be allocated if they will cause the loss of high quality agricultural land (Grade 1, Grade 2, and sub-Grade 3a). As a result, significant positive effects are identified in relation to SA objective 1.3: Optimal use of land.

**6.224** The retention of high quality agricultural land may contribute to protecting open space that is used for leisure by communities. Furthermore, the policy may also contribute to protecting landscapes which contribute to the setting of heritage assets or provide habitats for wildlife. As such, minor positive effects on SA objective 2.5: Healthy living, SA objective 3.4: Landscape/townscape, SA objective 3.5: Heritage and SA objective 3.6: Biodiversity are likely.

**6.225** The policy will limit the potential for housing development in some locations within North Somerset, but it is not considered the policy will have a significant impact on land supply for such development and therefore negligible effects have been identified in relation to SA objective 2.1: Housing.

## DP54: Rural Workers Housing, DP55: Agriculture and Land Based Rural Businesses, DP56: Equestrian Development and DP57: Recreational Use in the Countryside

**6.226** Minor positive effects on SA objectives 1.1: Access to jobs and 1.2: Economic wellbeing are likely for all policies as Policy DP55 provides accommodation that will enable workers to take advantage of rurally located jobs, Policy DP55 will provide job opportunities by enabling agricultural and

forestry development, whilst Policies DP56 and DP57 will contribute to creating equestrian and other outdoor sport and recreation job opportunities in the countryside.

**6.227** Minor positive effects on SA objective 1.3: Optimal use of land are likely for Policy DP55 and Policy DP57 as they make specific reference to the re-use of existing buildings over new buildings, which will contribute to reducing land take needed for development in rural areas.

**6.228** Minor positive effects on SA objectives 2.3: Access to facilities, 2.4: Community cohesion and 2.5: Healthy living are likely for policies DP56 and DP57 as they will provide facilities for recreation in rural areas, which will provide meeting opportunities for residents. Minor positive effects are also identified for Policy DP55 in relation to SA objective 2.5: Healthy living as it encourages proposals to seek to provide enhancements to surrounding public rights of way.

**6.229** Minor positive effects on SA objective 3.2: Flooding and water quality are likely for Policy DP56 as it requires any equestrian development to demonstrate that they would not contribute to increased flood risk locally or pollution of nearby watercourses.

**6.230** Policy DP54 will provide opportunities for rural workers to live in close proximity to the environment in which they work, which will reduce the need for long private car trips among this group of workers. As such, minor positive effects are identified for the policy in relation to SA objective 3.3: Reduce car use.

**6.231** Policies DP55, DP56 and DP57 include a requirement that proposals should respect their rural setting and should not cause harm to the character of the landscape. As a result, minor positive effects are likely in relation to SA objective 3.4: Landscape/townscape for these policies. In the case of Policies DP56 and DP57, consideration of the impact of lighting on ecology is also considered, and therefore minor positive effects are identified in relation to SA objective 3.6: biodiversity. Policy DP56 also requires that proposals do not

cause harm to heritage assets. As such, minor positive effects on SA objective 3.5: Heritage are likely for this policy.

**DP58: Replacement Dwellings in the Countryside, DP59: Conversion or reuse of rural buildings, DP60: Previously developed land in the countryside, DP61: Employment on green field land in the countryside, DP62: Existing businesses in the countryside and DP63: Visitor accommodation in the countryside including camping and caravanning**

**6.232** Minor positive effects on SA objectives 1.1; Access to jobs and 1.2: Economic wellbeing are likely for policies DP59, DP60, DP61 and DP62 as they all enable conversion or new development of buildings that will contribute to providing job opportunities in rural locations, which will support the rural economy.

**6.233** Policy DP60 is concerned with offering support for the use of previously developed land in the countryside, provided that impacts of the development are commensurate with the previous development. As this policy directly supports sustainable re-use of land, significant positive effects on SA objective 1.3: Optimal use of land are likely. Minor positive effects on this SA objective are likely for Policies DP61, DP62 and DP63. In the case of Policy DP61, the policy only permits employment on green field land where no suitable redevelopment sites are available and in the case of Policies DP62 and DP63, the re-use of existing buildings is given priority over new development.

**6.234** Policy DP60 requires that any development should be in close proximity to a settlement with a good range of services and facilities and Policy DP63

requires that any proposals for mobile homes in the countryside should be easily accessible in relation to existing facilities and services. As such, minor positive effects on SA objective 2.3: Access to facilities are likely.

**6.235** Minor positive effects on SA objective 2.4: Community cohesion are likely for Policy DP60 as it includes support for development that would bring significant social benefits.

**6.236** Policy DP63 requires that proposals for mobile homes are outside of flood zone 3, which will reduce flood risk and therefore minor positive effects on SA objective 3.2: Flooding and water quality are likely.

**6.237** All of the policies include requirements that any development or re-development proposals are not harmful to the character and appearance of the countryside and design of new buildings should be in keeping with surroundings. As a result, minor positive effects on SA objective 3.4: Landscape/townscape are likely. Minor positive effects on SA objective 3.5: Heritage are likely for Policy DP58 and Policy DP59. In the case of the former, this is due to a requirements that any dwellings replaced are not a designated or undesignated assets, and for the latter, this is due to a requirement for any conversion to preserve the architectural and historic significance of the building and its setting.

## **Delivery Policy**

**6.238** The likely effects of the Delivery Policy are summarised in Table 6.24 below and are described below the table.

**Table 6.24: Likely SA effects of the Delivery Policy**

SA objectives	DP64: Infrastructure delivery and development contributions
1.1: Access to jobs	<b>0</b>
1.2: Economic wellbeing	<b>0</b>
1.3: Optimal use of land	<b>0</b>
1.4: Infrastructure	<b>++</b>
2.1: Housing	<b>0</b>
2.2: Affordable housing	<b>0</b>
2.3: Access to facilities	<b>++</b>
2.4: Community cohesion	<b>+</b>
2.5: Healthy living	<b>+</b>
3.1: Renewable energy	<b>+</b>
3.2: Flooding and water quality	<b>+</b>
3.3: Reduce car use	<b>+</b>
3.4: Landscape/townscape	<b>+</b>
3.5: Heritage	<b>+</b>
3.6: Biodiversity	<b>+</b>

## Policy DP64: Infrastructure Delivery and Development Contributions

**6.239** This policy is expected to have significant positive effects on SA objectives 1.4: Infrastructure and 2.3: Access to facilities as it seeks to ensure that the required infrastructure to support new development is funded and

delivered. A minor positive effect on SA objective 2.4: Community cohesion is also expected as the policy should aid the creation of sustainable and balanced new communities. Minor positive effects are also likely on several other SA objectives as the policy specifies that it applies to the delivery of physical, social, community, environmental and any other infrastructure required to support development and regeneration. Benefits may therefore be achieved in relation to SA objective 2.5: Healthy living as well as a number of the environmental SA objectives.

## Cumulative Effects

**6.240** Earlier stages of the plan making process (Challenges and Choices Part 2 – ‘Choices for the Future’ (2020)) considered the potential for development at various ‘Broad Locations’ in the District. The SA Interim Report which was consulted upon alongside that iteration of the plan, considered the potential for impacts relating to each of these locations.

**6.241** The description of cumulative effects by the Broad Locations is presented in relation to the largest settlements (i.e. Weston-super-Mare, Portishead, Nailsea and Backwell and Clevedon) in the District. These are the locations at which much of the new development will occur over the plan area. The remaining Broad Locations are grouped together with any area specific issues relating to individual settlements and locations identified in that text. Following the presentation of these high-level findings, this section then presents the cumulative effects of the policies in the Preferred Options Local Plan taken as a whole on each of the SA objectives for the entirety District.

### Weston-super-Mare (including Hutton, Locking and Bleadon)

**6.242** This is the main settlement of North Somerset and it provides good access to jobs as well as services and facilities, including healthcare and

education. The town also benefits from access to three railway stations. As such it is expected that provision of new development at this location will have broadly positive effects in relation to access to services and facilities and health, while also potentially supporting a reduced dependency on travel by car, given the stronger sustainable transport links and proximity of essential services for many residents. This is less likely to be case at Hutton and Locking given the more limited range of services and facilities at these smaller settlements, although it is recognised that Locking contains a healthcare centre.

**6.243** Parts of Weston-super-Mare fall within Flood Zones 2 and 3 and therefore there is potential for new residential and other development, as well as the supporting infrastructure required to deliver that new development, to be affected by flood risk. In addition, new development could exacerbate the risk of flooding facing existing development, as a result of greenfield land being developed. Sites proposed to the west of Weston-super-Mare have potential for adverse effects relating to the Severn Estuary SPA, SAC and Ramsar site and the sites proposed for development at that settlement also lies within Consultation Zone C associated with the North Somerset and Mendip SAC meaning there is potential for cumulative impacts relating to biodiversity. Sites allocated for development at Weston-super-Mare fall mostly within the settlement boundary with reduced potential for adverse effects relating to landscape although the extent of the Great Weston Conservation Area to the west means there is potential for cumulative adverse effects in relation to this heritage asset and the settings of Listed Buildings within the designation. The smaller sizes of Bleadon, Hutton and Locking and the inclusion of potential sites for development at the settlement edges which have between high and medium landscape sensitive means there is considered to be greater potential for cumulative adverse effects relating to landscape and existing character at these settlements. At these settlements the close proximity of the Mendip Hills AONB means that development could have cumulative effects relating to the setting of the designated landscape. The Local Plan seeks to mitigate the potential for any coalescence between the larger settlement of Weston-super-Mare and Hutton and Locking by designating strategic gaps between these settlements within which the open or undeveloped character should be retained.

## Portishead

**6.244** Portishead is one of the largest settlements in the plan area, providing good access to jobs and services and facilities. While the town does not currently provide access to a railway station, the Local Plan allocates land for the reopening of the Portishead Passenger Rail Line. Therefore, the proposed development at the settlement is likely to have benefits in relation to access to services and facilities and health, while also potentially supporting a reduced dependency on travel by car.

**6.245** Parts of the eastern area of Portishead fall within Flood Zones 2 and 3, including two sites proposed for development. Therefore, there is potential for development at Portishead, particularly in that area, to increase the number of residents at risk of being affected by flooding. No sites are proposed for development at the northern edge of the settlement which is likely to limit the potential for cumulative effects relating to the Severn Estuary biodiversity sites. Furthermore, the Local Plan includes the designation of much of the northern edge of Portishead as Local Green Space which will reduce the potential for development in this area and for increased pressures resulting on the Severn Estuary designations. The majority of the proposed allocation sites at Portishead are within the existing developed area which limits the potential for cumulative impacts relating to landscape and biodiversity. However, the relatively close proximity of Weston Big Wood SSSI means there is potential for increased recreational pressures on this site due to the cumulative effects of growth proposed locally. Some of the proposed sites also fall within Consultation Zone C associated with the North Somerset and Mendip SAC and there is potential for cumulative impacts relating to this designation. It is also noted that parts of Portishead have been designated as Conservation Areas; therefore there is potential for new development to adversely affect the settings of these heritage assets although it is recognised that proposed sites are all at least 300m from these assets with intervening development present, thereby reducing the potential for cumulative adverse effects to result.



## Nailsea and Backwell

**6.246** Nailsea is one of the largest settlements in the plan area and provides good access to jobs and services and facilities for residents of the town as well as within Backwell to the south. There is a railway station at the north of Backwell which effectively serves both settlements. Therefore, the proposed development at Nailsea and Backwell is likely to have benefits in relation to access to services and facilities and health, while also potentially supporting a reduced dependency on travel by car. While a number of the sites proposed for development are currently beyond the existing built up areas of these settlements, they are notable for their potential sustainability benefits. It is noted that there is some potential for increased car travel and congestion between the settlements along Station Road given the strong relationship them. However, the Local Plan contains policy for development at these settlements to address this issue.

**6.247** In comparison with much of the rest of District these settlements and the sites proposed for allocation are relatively free from flood risk. There is, however, the potential for new development to have cumulative impacts on biodiversity sites in the surrounding areas given the close proximity of Nailsea and Tickenham Moors SSSI to the north east of Nailsea and Nailsea and Tickenham Moors Wildlife Site within part of current existing gap between the two settlements. The settlements are in close proximity to the North Somerset and Mendip Bats SAC, falling within Consultation Zones A and B for this designation. The Local Plan seeks to address this issue by including a requirement for a new North Somerset Nature Park to provide bat mitigation. Development in this area will involve the release of an area of Green Belt land, with a new area of Green Belt designated to the west to help maintain the perception of separation between Nailsea and Backwell. This point considered, there is potential for cumulative effects relating to landscape at these settlements. The sites proposed for development are mostly beyond the existing built up areas and much of the land has been identified as being of higher landscape value. There is also potential for cumulative adverse effects relating to the historic environment at both settlements given the relatively close

proximity of proposed development sites to heritage assets such as Backwell West Town and Nailsea Kingshill Conservation Areas.

## Clevedon

**6.248** Clevedon also sits as one of the largest settlements in the plan area, providing good access to jobs and services and facilities. The town does not benefit from a railway station, although there are direct bus services to Weston-super-Mare and Bristol. Therefore, the proposed development at the settlement is likely to have cumulative benefits in relation to access to services and facilities and health, while also potentially supporting a reduced dependency on travel by car.

**6.249** The south western parts of Clevedon fall within Flood Zones 2 and 3 and a number of proposed site allocations fall within these locations meaning there is potential for increased flood risk to affect residents and site users. Only one site at the settlement is located within close proximity of the Severn Estuary biodiversity sites, although there is potential for some cumulative effects relating to recreational pressures on Ancient Woodlands which are in close proximity to the town edge to the north east. Furthermore, through the Local Plan, areas of Local Green Space are designated towards parts of the settlement edge where it adjoins the Severn Estuary, thereby limiting the potential for increased recreation pressures elsewhere. Much of the land proposed for development lies within the existing developed area, meaning there is reduced potential for cumulative negative impacts relating to landscape. The close proximity of one proposed site allocation to Clevedon and Clevedon Triangle Conservation Areas, however, means there is some potential for adverse effects relating to these heritage assets.

## Remaining Broad Locations in the District

**6.250** By and large the settlements in the remaining Broad Locations in the District provide more limited access to services and facilities and sustainable

transport links. Many locations provide access to a healthcare centre. However, with the exception of settlements close to Churchill/Langford (i.e. Sandford which are in close proximity to the secondary school at Churchill) most settlements do not benefit from good access to both a primary school and secondary school. It is likely that residents at these locations would have to travel longer distances to access services and facilities, with greater dependency on travel by car and more limited potential to make use of walking and cycling which might otherwise benefit health and wellbeing in the plan area. The allocation of these sites, however, is noted to be of importance to ensuring the viability of existing local services and facilities in less developed settlements in the plan area. These allocations will also help to support the viability of local centres in the plan area. While the allocation of new strategic locations at Wolverhill (north of Banwell) and Yanley Lane will be less well-related to existing services and facilities (although the relationship with Banwell and existing Weston urban area as well as the Bristol urban area is noted) these centres are to incorporate new local centres and new services and facilities which will benefit residents at the site and those in the surroundings as well as helping to instil a degree of self-containment at these sites.

**6.251** Most of the settlements in the remaining Broad Locations are unconstrained by areas of higher flood risk (Flood Zones 2 and 3). Importantly, while areas of flood risk surround much of Yatton and Congresbury, the sites proposed for allocation are mostly located outside of these areas. Development at these settlements has the potential to result in cumulative effects on Tickenham, Nailsea & Kenn Moors and Biddle Street, Yatton SSSIs given these sites' relatively close proximity to the settlements.

**6.252** There is potential for cumulative adverse effects in relation to the setting of the Mendip Hills AONB where development is delivered within the smaller settlements in the south of the District. At these smaller settlements there is also potential for new development to harm existing character. The relatively small settlements of Churchill/Langford, Sandford and Winscombe are all proposed to accommodate at least three new housing sites, meaning there is increased potential for cumulative impacts relation to existing character of these settlements. However, at the smaller settlements to the south of the District, most notably, at Banwell, Churchill/Langford, Sandford and Winscombe, the

majority of proposed sites are within the existing built up area and/or are not identified as being high of landscape sensitivity. This approach is likely to help limit the significance of any cumulative effects that might result.

**6.253** The proposed strategic location of Yanley Lane (Woodspring golf course) will result in the release of Green Belt land in the District, which could have further cumulative impacts relating to the character of the remaining Broad Locations in the District. This land is noted to perform some of the purposes of Green Belt and development is likely to have implications for the openness and existing character of the area. The Local Plan seeks to offset these potential impacts by requiring compensatory improvements to the remaining Green Belt surrounding the site. There is also potential for landscape impacts in relation to the strategic location at Wolvershill (North of Banwell) given the potential for coalescence between this location and Banwell. The Local Plan seeks to mitigate this potential effect and to maintain the identity of Banwell, in particular, by designating a strategic gap between these areas.

**6.254** It is notable that Churchill/Langford contains a Conservation Area, with the designation of a relatively high number of sites for development having potential to have cumulative impacts on its setting. This is also the case at Yatton and Congresbury although these settlements are more sizeable and the proposed sites for allocation are located further away from Conservation Areas. There is noted potential for impacts on heritage assets at the Yanley Lane strategic location which could also contribute to degradation of the historic environment in the District. The site is presently undeveloped and contains a number of Grade II Listed Buildings within its boundaries.

**SA objective 1.1: Ensure a range of job opportunities are easily accessible without having to use a car.**

**6.255** The locations proposed for development across the District through the Local Plan (as set out through the spatial strategy Policy SP3) are located

mainly within the existing larger settlements and/or areas that are relatively well-related to the nearby larger and regionally important city of Bristol. These areas provide access to a high concentration of job opportunities in the District and surroundings. The delivery of employment land to meet the projected needs of the District and to be broadly in step with housing growth over the plan period is set out through Policy SP9: Employment. This approach will also help to ensure good access to employment areas for many existing and new residents. This includes a level of employment growth at the Yanley Lane strategic location, which otherwise is less well-related to settlements in the plan area and existing jobs at these locations. While some smaller scale provision to meet local needs is provided for through this policy, it is noted that residents in more rural locations are more likely to have to commute longer distances to access employment opportunities. Supporting infrastructure, including sustainable and active transport improvements will be of importance for these residents as well as the wider population more generally, to ensure jobs can be accessed within the District. Allocations and safeguarding for these types of improvements are set out in Local Plan through Policy SP10: Transport.

**6.256** Overall, a cumulative significant positive and minor negative effect is expected in relation to the access to jobs.

**SA objective 1.2: Provide opportunities to improve economic wellbeing and reduce inequalities by providing good access to education and training opportunities.**

**6.257** Providing much of the housing growth over the plan period and employment growth at the larger settlements, in line with Policy SP3: Spatial strategy and SP9: Employment, will help to ensure that a large proportion of residents have good access to education facilities. This approach will also respond positively to labour market forces and parts of the District which have proved most attractive in recent years in terms of securing inward investment. The approach includes an amount of employment land (70.6 ha) to respond to

the most up to date evidence (i.e. Experian forecasts and the West of England Employment Land and Spatial Needs Assessment (2021)) and includes a buffer in the event that economic recovery in the coming years is stronger than initially anticipated.

**6.258** The Local Plan also includes policies (notably Policy LP7: Town centre hierarchy) to support the successful functioning of town centre locations which is likely to support job creation and expenditure at these locations. Criteria to ensure the successful functioning of important employment locations, including Bristol Airport and Royal Portbury Dock, are included through Policies LP11: Bristol Airport and LP13: Royal Portbury Dock. The Local Plan also details allocations for education facilities in the plan area (Policy LP5: Educational, sporting, leisure, and community use allocations) to address the identified needs of the District over the plan period. This point considered, the distribution of development in the plan area to some of the smaller settlements which do not benefit from access to both a primary school and secondary school, including at Bleadon and Sandford, will result in some residents have reduced access to facilities which will support opportunities for education.

**6.259** Overall, a cumulative significant positive and minor negative effect is expected in relation to economic wellbeing.

### **SA Objective 1.3: Promote the optimal use of land which supports regeneration, maximise re-use of previously developed (brownfield) land and protects the rural economy.**

**6.260** The spatial strategy includes a focus on the existing urban areas in the District, which will help to promote the use of previously developed land. The majority of sites allocated are located in existing settlements where there may be opportunities to make use of brownfield urban land. However, some sites have allocated on greenfield land with Grade 3 or higher agricultural soils. This

includes strategic sites to the south of Long Ashton at Yanley Lane, and to the south east of Weston-super-Mare at Wolverhill. Notable areas of higher value agricultural soils (Grade 2 and higher) may be lost to development at sites to the south and south east of Nailsea and north east and north west of Backwell.

**6.261** Policy SP7: Green Belt proposes an extension to the Green Belt south of Nailsea. The Plan also encourages new employment development to prioritise the reuse of existing buildings and brownfield land through Policy SP9: Employment. Policy DP43: Gypsies and Travellers gives preference to suitable sites identified for Gypsy and Traveller needs on brownfield land with development unsuitable within the Green Belt.

**6.262** Overall, a cumulative minor positive and minor negative effect is expected in relation to the optimal use of land.

## SA objective 1.4: Promote development which requires a deliverable level of high-quality and sustainable infrastructure.

**6.263** It is expected that the distribution of development across the plan area in line with the spatial strategy set out in Policy SP3 will support residents' access to areas at which community infrastructure provision is currently strongest. At these areas there is likely to be more limited requirement for new infrastructure to support new development in comparison to presently less developed locations. The delivery of large-scale development sites such as Wolverhill (north of Banwell) Policy LP1 and Yanley Lane (Policy LP2) as well as those at Nailsea and Backwell (Policy LP3) which are relatively well-related to existing larger settlements or which would incorporate substantial new service provision is likely benefit new and existing residents. The policy approach to ensure that infrastructure is delivered in line with new development in the plan area is set out through Policy DP64: Infrastructure delivery and development contributions. The Local Plan also includes policies that directly require the delivery of specific new infrastructure that will support the sustainability of new development over



the plan period. This includes through Policies LP5: Educational, sporting, leisure, and community use allocations and LP10: Transport Infrastructure allocations and safeguarding.

**6.264** Overall, a cumulative minor positive effect is expected in relation to access to and delivery of infrastructure.

## SA objective 2.1: Boost housing delivery and meet the housing need identified within the plan period.

**6.265** The spatial strategy supports the delivery of a diverse range of houses in a variety of tenure and size to meet the future needs of North Somerset residents. The North Somerset Local Plan allocates enough land to meet the identified local housing need. Land has been identified to secure a minimum of 20,085 dwellings between 2023-2038, equating to 1,339 dwellings per annum. This includes large strategic sites at of Long Ashton at Yanley Lane, and to the south east of Weston-super-Mare at Wolvershill. Of the sites allocated for development, the larger strategic sites are expected to make the most positive contribution to housing affordability in the District.

**6.266** Policy SP1: Sustainable Development and Policy SP8: Housing ensure that a mix of house types and size of housing are delivered to meet local needs in sustainable locations in mixed and balanced communities over the plan period. Any residential development within the District is required to meet Policy DP1: High Quality Design to ensure high quality design throughout that integrates with the surrounding area; is sustainable; and is resilient to climate change. Housing for full time workers in agriculture is supported through Policy DP54: Rural workers housing.

**6.267** Overall, a significant positive effect is expected in relation to housing.



## SA objective 2.2: Deliver affordable or specialist housing where it is most needed to meet the needs of North Somerset's population.

**6.268** Within North Somerset the Local Housing Needs Assessment identified a total of 4,802 households requiring affordable housing between 2023-2038. The delivery of affordable and specialist housing is one of the strategic priorities within the Local Plan. Delivering affordable housing that ranges in size and form in areas with the most need is key within the Local Plan spatial strategy.

**6.269** Policy SP1: Sustainable Development supports the delivery of affordable and specialist housing at a range of sizes and forms contributing to sustainable development. In accordance with Policy SP8: Housing a minimum of 35% affordable housing must be delivered from sites of 10 or more dwellings and from sites of five or more dwellings within the AONB. Housing schemes for 100% affordable housing to meet local needs outside settlement boundaries would be supported where the requirements of Policy SP8: Housing are met. The delivery of affordable housing is further supported by Policy DP42: Affordable Housing.

**6.270** Overall, a significant positive effect is expected in relation to affordable housing.

## SA objective 2.3: Achieve reasonable access to a wide range of community, educational, town centre and healthcare facilities.

**6.271** The main settlements in the plan area provide the best access to services and facilities and it is expected that Policy SP3: Spatial Strategy would help to ensure that the majority of residents have good access to these types of provisions. The settlements of Weston-super-Mare, Portishead, Clevedon and

Nailsea all provide access to a town centre and delivering much of the growth to be relatively well-related these locations will support access to a range of services and facilities. The incorporation of new services and facilities at strategic locations will be of importance to meet the needs of the large number of new residents to be located in the areas at Wolverhill (North of Banwell) and Yanley Lane. Both locations will include a new local centre (Policy LP7: Town centre hierarchy). However, it is noted that some settlements at which residential development is to be provided (including Bleadon and Sandford) would result in residents having more limited access to certain types of services and facilities.

**6.272** Policies that seek to protect the town centre locations in the District (notably Policy DP28: Sequential approach for town centre uses) will help to ensure suitable uses are concentrated mostly in these areas where they are accessible to large proportion of residents. Policies that seek to ensure the delivery of new services and facilities and the protection of existing provisions will also be of importance in terms of securing good levels of access for residents. This approach is set out through Policies DP50: Location of new educational, sports leisure and community facilities, DP51: Provision of educational, sporting, leisure, cultural or community facilities to meet the needs of new development and DP52: Protection of existing educational, sporting, leisure, cultural or community facilities. The mechanism for securing funding for specific infrastructure to make new development acceptable in planning terms is set out through Policy DP64: Infrastructure delivery and development contributions.

**6.273** Overall, a cumulative significant positive and minor negative effect is expected in relation to access to services and facilities.

## SA objective 2.4: Enhance community cohesion and community facilities provision including cultural facilities.

**6.274** The relatively high level of development to be delivered over the plan period to meet the identified housing need for the District has the potential to have implications for community cohesion in the area. These effects may occur as pressures on existing community facilities result and new growth areas have to be integrated with the existing pattern of development in the plan area. However, it is expected that the spatial strategy for the District (Policy SP3) would help to limit the magnitude of these effects by locating the majority of growth towards the larger settlements. At these locations service provision is strongest and there is likely to be greater capacity to accommodate growth without adverse effects in relation to settlement character and existing community networks. The level of self-containment that can be supported through delivery of new employment land to be in step with housing growth over the plan period will be of importance in terms of supporting a degree of community cohesion. Those policies which support development at the most developed locations of the District (most notably LP6: Settlement boundaries) are considered likely to further promote the benefits identified. It is also important to support the viability of town centre locations to help ensure that residents have good access to a range of community facilities in central locations and to help promote a sense of identity in the District. The Local Plan seeks to achieve this through Policies DP23: Town centres, DP24: District Centres, DP25: Local Centres and DP28: Sequential approach for town centre uses.

**6.275** Policies which most directly ensure the delivery of new and the protection of existing services and facilities that support the needs of local community are considered of most importance to the achievement of this SA objective. This is addressed in the Local Plan through Policies DP50: Location of new educational, sports leisure and community facilities, DP51: Provision of educational, sporting, leisure, cultural or community facilities to meet the needs of new development and DP52: Protection of existing educational, sporting,

leisure, cultural or community facilities. It will be of importance to ensure that community services and facilities are delivered in a timely manner to support new development. This requirement is addressed in the Local Plan through Policy DP64: Infrastructure delivery and development contributions.

**6.276** Overall, a cumulative minor positive and minor negative effect is expected in relation to community cohesion.

## **SA objective 2.5: Achieve healthy living opportunities promoting good access to healthcare centres, open spaces, Public Rights of Way, walking and cycling opportunities, and outdoor leisure activities.**

**6.277** The delivery of a high proportion of the new housing development towards the larger settlements of the plan area, in line with the spatial strategy (Policy SP3) will provide many residents with good access to healthcare facilities which will support improved levels of public health. All of the main settlements of Weston-super-Mare, Clevedon, Portishead and Nailsea provide access to these types of services. Weston-super-Mare also provides access to the only hospital in the District. These areas also provide good access to open space and other recreation facilities. The focus of most new growth (including employment growth) towards these locations will also encourage more journeys to be made by cycling and walking given the shorter distances to essential services and facilities and jobs. The potential to make use of cycling is further supported by the distribution of development set out through the spatial strategy given that the main settlements are all connected to the National Cycle Network. In light of the important role the city plays for the District's residents in terms of employment, it is notable that parts of the National Cycle Network provide access to Bristol from Portishead and Nailsea.

**6.278** The approach to housing delivery in the plan area also includes some growth at the smaller settlements, including Bleadon, Hutton, Sandford and Wrington. Development at these locations will help to prevent the stagnation of local services. However, these settlements lack a healthcare centre and furthermore residents are considered less likely to travel by active modes from these locations considering their relative isolation.

**6.279** The Local Plan includes allocations sites that will help to meet the needs of new and existing residents through Policy LP5: Educational, sporting, leisure, and community use allocations. This includes the delivery of new allotments in Weston-super-Mare, which will support healthy food growing. Policies DP50: Location of new educational, sports leisure and community facilities and DP51: Provision of educational, sporting, leisure, cultural or community facilities to meet the needs of new development, seek to provide new facilities of this type where they will be well related the residents they will serve. They also support the delivery of facilities of this type in tandem with population growth. Existing provisions for health services are protected through Policy DP52: Protection of existing educational, sporting, leisure, cultural or community facilities. Policies in the Local Plan that set out the designation of Local Green Spaces (Policy LP14: Local Green space) and the requirement for the provision of new or enhancement of existing areas of open space (Policy DP31: Green Infrastructure) are expected to be of importance in terms of supporting access to open space for recreation and exercise as development occurs over the plan period.

**6.280** Overall, a cumulative significant positive and minor negative effect is expected in relation to health.

## SA objective 3.1: Reduce carbon emissions by supporting appropriate decentralised renewable energy generation

**6.281** North Somerset Council declared a Climate Emergency in February 2019. North Somerset aims to be carbon neutral by 2030 which is supported by the spatial strategy and Policy SP2: Climate Change. Policy SP2 encourages the generation of energy required from renewable and low carbon sources and where possible minimising energy use. The decentralised renewable energy generation is encouraged through Policy SP1: Sustainable Development.

**6.282** New development should incorporate the use of renewable energy through building design where possible. This is supported by Policy SP6: Villages and rural areas and Policy DP6: Net zero construction. All developments should follow the principles of the energy hierarchy to ensure that the building design prioritises energy reduction and renewable energy technologies should be used to meet the residual energy demand. Renewable energy offsetting is possible where it is not feasible to meet residual energy demand on-site. New residential buildings should achieve the maximum on-site renewable energy generation possible.

**6.283** Proposals for large scale renewable energy generation will be supported when the criteria in Policy DP7: Large scale renewable energy generation are met. Development proposals, where possible, should connect to existing heat networks. Proposals for renewable energy will only be allowed within the Green Belt under very special circumstances as stated within Policy DM12: Development in the Green Belt.

**6.284** Overall, a cumulative minor positive effect is expected in relation to renewable energy.

## SA 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.

**6.285** Much of the District is affected by higher levels of flood risk, particularly to the west towards the Severn Estuary where extensive areas of Flood Zone 2 and 3 are present. To the north areas of flood risk are present to a lesser extent around the River Avon and its tributaries. There are also areas which are identified as being at higher risk of flooding from surface water and ground water. A number of the sites proposed for allocation in line with the spatial strategy (Policy SP3) in Weston-super-Mare, Clevedon and Portishead fall within higher risk flood areas associated within tidal and fluvial sources. However, the majority of the land within the strategic locations are outside of these higher risk flood areas. The extent of the District that is covered by SPZs (which take in areas close to Weston-super-Mare as well as parts of Clevedon, Portishead and Nailsea) means that new development included in the spatial strategy for the District may have implications for water quality unless appropriate mitigation is achieved where needed.

**6.286** The Local Plan seeks to reduce the potential for increased flood risk and to protect water quality through Policies DP9: Flood risk, DP10: Sustainable drainage and DP11: Rivers, watercourses, and springs. The Local Plan, through these policies, requires that new developments consider the sources of any flood risk and the impacts of climate change while SuDS should be incorporated to help address these issues and reduce the risk of pollution. The inclusion of Policy DP31: Green Infrastructure is also considered of importance to ensuring flood risk in the plan area is minimised as new development is delivered given the contribute that Green Infrastructure can make to promoting natural drainage.

**6.287** Overall, a cumulative minor positive and minor negative effect is expected in relation to flood risk.

**SA objective 3.3: Reduce the need to travel by car to minimise environmental impacts of unsustainable forms of travel, including transport related carbon emissions and air pollution. Ensure good access to infrastructure that promotes travel by active modes (walking and cycling).**

**6.288** The overall scale of development proposed through the Local Plan will inevitably result in an increase in traffic as well as air pollution and carbon emissions associated with this. However, the spatial strategy within the Local Plan supports a reduction in car use through encouraging walking and cycling and the use of public transport. Policy SP1: Sustainable Development and Policy SP2: Climate Change prioritise active travel and public transport over car use.

**6.289** The Local Plan requires new development proposals to demonstrate how they will prioritise active travel and public transport over car use through Policy SP1: Sustainable development. The same policy supports the delivery of new development in sustainable locations near existing settlements to allow better accessibility to active travel networks and public transport to access services, facilities and employment. The creation of 20 minute communities is supported, ensuring a reasonable distance for residents to essential services via public transport and active travel where possible. The delivery of essential travel infrastructure such as reducing capacity issues and public transport and active travel connectivity issues at Junction 19 of the M5 will support continued public transport use while improving accessibility for continued car use.

**6.290** Policy DP5: Climate change adaptation and resilience sets out the approach of the Local Plan in relation to impacts on air quality. Furthermore, new development should be designed and located so as to minimise the need



to travel by car and to support a modal hierarchy which priorities more sustainable forms of transport as set out in Policy DP14: Active and sustainable transport. This policy also includes support for use of private electric vehicles as part of the hierarchical approach to promoting more sustainable modes of transport.

**6.291** Many of the strategic site allocations proposed within the Local Plan will help to promote modal shift in the plan area. The mixed use strategic growth location at Wolverhill will support the creation of accessible walking and cycling routes linking the new development with local facilities and three M5 crossing points, two of which is for cars. New developments, residential and employment, allocated within the Local Plan have the potential to increase car usage when located out with settlement boundaries and away from existing public transport such as the strategic development at Yanley Lane.

**6.292** Overall, a cumulative minor positive and minor negative effect are expected for reduce car use.

## SA objective 3.4: Minimise impact on and where appropriate enhance sensitive landscapes.

**6.293** The District contains part of the Mendip Hills AONB to the south. Furthermore, the landscape sensitivity work undertaken for North Somerset identifies that the land surrounding many of the settlements in the plan area is potentially sensitivity to development. The majority of the development proposed through the Local Plan is to be focussed at the larger settlements away from the AONB, as set out through the spatial strategy (Policy SP3). However, a small amount of growth would occur within the settlements of Hutton, Bleadon, Sandford, Winscombe and Banwell which are with or close to the AONB. Development at the strategic location at Wolverhill (Policy LP3: Nailsea and Backwell) is noted to have potential to have implications related to the setting of the AONB, however, policy requirements are included for

development seeking to address this issue. Furthermore, the plan includes the release of some Green Belt land (Policy LP8: Extent of the Green Belt) for development (most notably at Nailsea and Backwell and Yanley Lane) which have may have implications in relation to the openness of the countryside in the District. The potential impacts of releasing Green Belt land in relation to the separation of the settlements of Nailsea and Backwell is to be offset through the identification of a new area within the designation. In addition to residential development that could have implications for local landscape character, the policy identifies areas for minerals working (Policies LP15: Preferred area for mineral working – land at Hyatts Wood Farm, south of Stancombe Quarry, LP16: Area of search for minerals working – land at Downside Farm, south of Freemans Quarry and LP17: Minerals Safeguarding Area for carboniferous limestone) which could result in disruption to local character.

**6.294** The Local Plan includes policies which seek to preserve the openness of the Green Belt (Policy DP12: Development in the Green Belt) and which require development to meet certain design requirements and preserve local aesthetic quality and character (Policy DP1: High quality design). Development proposals should also consider the existing landscape of the District (Policy DP35: Landscape), including that of the AONB (Policy DP37: Mendip Hills AONB). There is also a requirement included in the policy to maintain important gaps in the plan area between settlements (Policy LP9: Strategic Gaps) as part of the approach to ensure their identity and limit coalescence. These policies are expected to help reduce the potential for adverse effects on the higher value landscapes in North Somerset.

**6.295** Overall, a cumulative minor positive and significant negative effect is expected in relation to landscape.

## SA objective 3.5: To conserve and enhance historic places, heritage assets and their settings.

**6.296** The delivery of much of the new growth over the plan period, in line with the spatial strategy (Policy SP3), towards the main settlements in the plan area is likely to have implications for the settings of heritage assets given their concentration mostly towards these areas. Furthermore, considering the most substantial areas for focussed growth, the strategic locations set out for development (Policies LP1: Strategic location: Wolverhill (north of Banwell) and LP2: Strategic location: Yanley Lane (Woodspring golf course) and the sites at Nailsea and Backwell (Policy LP3: Nailsea and Backwell) have the potential to adversely affect the settings of heritage assets in the plan area. However, there is requirement in these site and area specific policies which will help to limit the potential for harm to the settings of nearby assets. There is also potential for heritage assets in the plan area to be subject to harm in relation to their settings through minerals working which are set out through Policies LP15: Preferred area for mineral working – land at Hyatts Wood Farm, south of Stancombe Quarry and LP16: Area of search for minerals working – land at Downside Farm, south of Freemans Quarry.

**6.297** The Local Plan, however, includes development management policies that set out the approach to ensuring the protection of settings of heritage assets in North Somerset as new development is delivered. This includes a requirement for development to make best use of a site's heritage value and to contribute positively to local character as included in Policy DP1: High quality design. The requirement for new developments to consider heritage assets and archaeology is set out through Policies DP38: Built Heritage, DP39: Archaeology and non-designated heritage assets and DP40: Historic Parks and Gardens.

**6.298** Overall, a cumulative minor positive and significant negative effect is expected in relation to the historic environment.

## SA objective 3.6: Protect and where possible enhance biodiversity, geodiversity and green infrastructure and allow for its adaptation to climate change, particularly with respect to protected habitats and species.

**6.299** In general, it is expected that new development in North Somerset is likely to result in habitat loss, fragmentation and disturbance as well as the displacement of species as a result of construction and human activities once development is occupied. The relatively high level of development (20,085 homes and 70.6ha of employment land) set out through Policies SP8: Housing and SP9: Employment is likely to mean that it is not possible to mitigate all adverse effects relating to the natural environment.

**6.300** The District takes in and is in close proximity to a number of important biodiversity designations. This includes the Severn Estuary SPA, SAC and Ramsar site, parts of the Avon, Avon Gorge Woodlands SAC and the North Somerset and Mendips Bats SAC. A number of consultation zones extend around the North Somerset and Mendips Bats SAC taking in much of the District, indicating the potential for impacts on this species through new development. Much of the new growth over the plan period (as set out through Policy SP3: Spatial strategy) lies within a consultation zone associated with the North Somerset and Mendips Bats SAC. Sites towards Nailsea and Backwell are particularly close to this designation, however, Policy LP3: Nailsea and Backwell requires the creation of a new North Somerset Nature Park to provide bat mitigation to address the potential impacts of development at these sites. The location of proposed development sites at Nailsea also have potential for implications relating to the integrity of Tickenham, Nailsea and Kenn Moors SSSI, while there is potential for impacts on Biddle Street, Yatton SSSI given the close proximity of development proposed at Yatton.

**6.301** The design of new development will present opportunities to incorporate measures to achieve mitigation and potentially benefits relating to biodiversity. This is of particular relevance in light of the requirement for biodiversity net gain to be achieved at development sites, in line with the Environment Act. Policy SP11: Green infrastructure and historic environment requires the protection and enhancement of priority habitats, ecological networks and priority species. The protection of the green infrastructure network to support habitat provision and wider connectivity in the plan area is set out through Policy DP31: Green Infrastructure. The Local Plan also requires that the effects of new development relating to nature designation are identified and mitigated, while also setting out the District's approach to biodiversity net gain and the retention of existing trees through Policies DP32: Nature conservation, DP33: Biodiversity Net Gain and DP34: Trees and Woodlands.

**6.302** Overall, a cumulative minor positive and significant negative effect is expected in relation to biodiversity.

Table 6.25: Summary of the likely SA effects of the policies in the Preferred Options North Somerset Local Plan

Strategic Policies

Policies	SA1.1	SA1.2	SA1.3	SA1.4	SA2.1	SA2.2	SA2.3	SA2.4	SA2.5	SA3.1	SA3.2	SA3.3	SA3.4	SA3.5	SA3.6
SP1: Sustainable development	+	+	+	+	+	0	+	0	+	+	+	+	+	+	+
SP2: Climate change	0	0	+	0	0	0	0	0	+	++	++	+	0	0	+
SP3: Spatial strategy	++/-	++	--/+	+	++	+	++/-	++/-	++/-	0	-	++/-	--	--	--
SP4: Placemaking	0	+	+	0	0	0	0	+	+	+	+	0	++	+	+
SP5: Towns	0	0	+	0	0	0	+	0	0	0	0	+	++	0	0

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Policies	SA1.1	SA1.2	SA1.3	SA1.4	SA2.1	SA2.2	SA2.3	SA2.4	SA2.5	SA3.1	SA3.2	SA3.3	SA3.4	SA3.5	SA3.6
SP6: Villages and rural areas	0	+	+	0	+	0	+	0	+	+	0	+	++	0	+
SP7: Green Belt	+	0	+	0	0	0	+	+	+	0	+	+	++	+	+
SP8: Housing	++/-	++	--/+	+	++	++	++/-	++/-	++/-	0	-	++/-	--	--	--
SP9: Employment	++	++	+/-	+	0	0	+/-	++	+/-	-	0	++/-	-	-	--
SP10: Transport	+	0	0	0	0	0	0	0	+	++	0	++	0	0	0
SP11: Green infrastructure and historic environment	0	0	+	0	0	0	0	0	+	0	0	0	++	++	++
SP12: Minerals	+/-	+	0	0	0	0	0/-	0	0/-	0	0	-	-	-	0

Locational Policies

Policies	SA1.1	SA1.2	SA1.3	SA1.4	SA2.1	SA2.2	SA2.3	SA2.4	SA2.5	SA3.1	SA3.2	SA3.3	SA3.4	SA3.5	SA3.6
LP1: Strategic location: Wolvershi II (north of Banwell)	++/0	++	--?	+	0	++	+	++	++	0	+	++	+/-?	+	++/-
LP2: Strategic location: Yanley Lane (Woodspring golf course)	++/0	++	-	+	0	++	+	++	++/--	0	+	++	+	+	++/-
LP3: Nailsea and Backwell	+	+	-	++	0	+	+	+/-	+	0	-	++/-	--/+	-	--/+
LP4: Housing, employment and mixed	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A



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Policies	SA1.1	SA1.2	SA1.3	SA1.4	SA2.1	SA2.2	SA2.3	SA2.4	SA2.5	SA3.1	SA3.2	SA3.3	SA3.4	SA3.5	SA3.6
use allocations															
LP5: Educational, sporting, leisure, and community use allocations	+	+	+/-	++	0	0	-	+	+	+	-	-	-	-	-
LP6: Settlement boundaries	+	0	+	0	0	0	++	++	+	0	0	++	+	+/-	+
LP7: Town centre hierarchy	+	+	+?	0	0	0	++	+	+	0	0	+	+	0	0
LP8: Extent of the	+	0	+/-	0	+	0	+	+	+	0	+	+	++/--	+/-	+

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Policies	SA1.1	SA1.2	SA1.3	SA1.4	SA2.1	SA2.2	SA2.3	SA2.4	SA2.5	SA3.1	SA3.2	SA3.3	SA3.4	SA3.5	SA3.6
Green Belt															
LP9: Strategic Gaps	-	-	++	0	-	-	+	+	+	0	+	+	++	++	+
LP10: Transport infrastructure allocations and safeguarding	+	+	--?/+	++	+	0	+	+	+	0	0	++/-	-	-	-
LP11: Bristol Airport	+	++	0	+	0	0	0	0	+	0	0	--/+	+	+	+
LP12: Air safety	0	+/-	0	+	-	0	0	0	+	0	0	+/-	0	0	0
LP13: Royal Portbury Dock	++	++	+	+	0	0	+	+	+	0	-	+	0	0	+
LP14: Local	-	-	++	0	-	-	0	+	++	0	+	0	+	+	+

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Policies	SA1.1	SA1.2	SA1.3	SA1.4	SA2.1	SA2.2	SA2.3	SA2.4	SA2.5	SA3.1	SA3.2	SA3.3	SA3.4	SA3.5	SA3.6
green space															
LP15: Preferred area for mineral working – land at Hyatts Wood Farm, south of Stancombe Quarry	+/-	+	-	0	0	0	+	0	0	0	0	-	--	-	-
LP16: Area of search for minerals working – land at Downside Farm, south of Freeman's Quarry	+/-	+	-	-	0	0	-	0	0	0	0	-	-	-	-

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Policies	SA1.1	SA1.2	SA1.3	SA1.4	SA2.1	SA2.2	SA2.3	SA2.4	SA2.5	SA3.1	SA3.2	SA3.3	SA3.4	SA3.5	SA3.6
LP17: Minerals Safeguar ding Area for carbonife rous limestone	+/-	+	0	0	0	0	0/-	0	0	0	0	-	-	-	-

**Development Management Policies**

Policies	SA1.1	SA1.2	SA1.3	SA1.4	SA2.1	SA2.2	SA2.3	SA2.4	SA2.5	SA3.1	SA3.2	SA3.3	SA3.4	SA3.5	SA3.6
DP1: High quality design	0	0	0	0	0	0	0	0	+	0	+	0	++	++	+
DP2: Residenti al infilling	0	0	0	0	+	0	0	0	+	0	0	0	++	0	0
DP3: Residenti al extension s	0	0	0	0	+	0	0	0	+	0	0	0	++	0	0

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Policies	SA1.1	SA1.2	SA1.3	SA1.4	SA2.1	SA2.2	SA2.3	SA2.4	SA2.5	SA3.1	SA3.2	SA3.3	SA3.4	SA3.5	SA3.6
DP4: HMOs and residential subdivision	0	0	0	0	+	0	0	0	+	0	0	0	+	0	0
DP5: Climate change adaptation and resilience	0	0	+	0	0	0	0	0	0	++	++	0	+	0	++
DP6: Net zero construction	0	0	0	0	0	0	0	0	0	++	+	0	0	0	0
DP7: Large scale renewable energy generation	0	0	+	0	0	0	0	0	0	++	+	0	+	+	+
DP8: Efficient	0	0	++	0	0	0	0	0	0	0	0	0	+	0	0

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<b>Policies</b>	<b>SA1.1</b>	<b>SA1.2</b>	<b>SA1.3</b>	<b>SA1.4</b>	<b>SA2.1</b>	<b>SA2.2</b>	<b>SA2.3</b>	<b>SA2.4</b>	<b>SA2.5</b>	<b>SA3.1</b>	<b>SA3.2</b>	<b>SA3.3</b>	<b>SA3.4</b>	<b>SA3.5</b>	<b>SA3.6</b>
use of land															
DP9: Flood risk	0	0	0	0	0	0	0	0	+	0	++	0	0	0	0
DP10: Sustainable drainage	0	0	0	0	0	0	0	0	+	0	++	0	0	0	0
DP11: Rivers, watercourses, and springs	0	0	0	0	0	0	0	0	+	0	++	0	+	+	+
DP12: Development in the Green Belt	0	0	0	0	+/-	0	0	0	0	+/-	0	0	++	0	0
DP13: Highway safety, traffic and provision of infrastructure	0	0	0	0	0	0	0	0	+	0	0	+	+	0	0

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Policies	SA1.1	SA1.2	SA1.3	SA1.4	SA2.1	SA2.2	SA2.3	SA2.4	SA2.5	SA3.1	SA3.2	SA3.3	SA3.4	SA3.5	SA3.6
ure associate d with developm ent															
DP14: Active and sustainab le transport	0	0	0	0	0	0	0	0	++	0	0	++	0	0	0
DP15: Active travel routes	0	0	0	0	0	0	0	0	++	0	0	++	0	0	0
DP16: Bus accessibil ity	+	0	0	0	0	0	0	0	0	0	0	++	0	0	0
DP17: Travel Plans	0	0	0	0	0	0	0	0	0	0	0	++	0	0	0
DP18: Parking	0	0	0	0	0	0	0	0	0	0	0	+/-	0	0	0

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Policies	SA1.1	SA1.2	SA1.3	SA1.4	SA2.1	SA2.2	SA2.3	SA2.4	SA2.5	SA3.1	SA3.2	SA3.3	SA3.4	SA3.5	SA3.6
DP19: Airport related car parking	0	0	0	0	0	0	0	0	0	0	0	+/-	0	0	0
DP20: Safeguarding employment sites	++	++	+	0	0	0	0	+	0	0	0	+	0	0	0
DP21: Visitor attractions	+	++	0	0	0	0	+	+	+	+	0	+	+	+	+
DP22: Visitor accommodation	+	++	0	0	0	0	+	0	0	0	0	0	0	0	0
DP23: Town centres	++	++	+	0	+	0	++	+	+	0	0	+	+	+	0
DP24: District Centres	+	+	+	0	+	0	++	+	+	0	0	+	0	0	0



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Policies	SA1.1	SA1.2	SA1.3	SA1.4	SA2.1	SA2.2	SA2.3	SA2.4	SA2.5	SA3.1	SA3.2	SA3.3	SA3.4	SA3.5	SA3.6
DP25: Local Centres	+	+	+	0	+	0	++	+	+	0	0	+	0	0	0
DP26: Primary shopping areas	+	+	+	0	0	0	++	+	+	0	0	+	+	+	0
DP27: Retail parks	+/-	++	0	+?	0	0	--/+	+/-	+/-	0	0	--/+	+	+	0
DP28: Sequential approach for town centre uses	+	++	0	0	0	0	++	+	+	0	0	+	0	0	0
DP29: Control of non-mineral development	0	++/-	+	0	-	0	0	0	0	0	0	0	0	0	0
DP30: Mineral working	0	++/-	+	0	-	0	0	0	+	0	+	+	+	+	+

**Chapter 6** Sustainability Appraisal Findings - Preferred Options Local Plan

Policies	SA1.1	SA1.2	SA1.3	SA1.4	SA2.1	SA2.2	SA2.3	SA2.4	SA2.5	SA3.1	SA3.2	SA3.3	SA3.4	SA3.5	SA3.6
exploration, extraction and processing															
DP31: Green infrastructure	0	0	0	0	0	0	0	++	++	0	+	+	+	+	++
DP32: Nature conservation	0	0	0	0	0	0	0	+	+	0	+	0	+	+	++
DP33: Biodiversity net gain	0	0	0	0	0	0	0	+	+	0	+	0	+	+	++
DP34: Trees and woodlands	0	0	0	0	0	0	0	+	+	0	0	0	+	+	++
DP35: Landscape	0	0	0	0	0	0	0	+	+	0	0	0	++	++	+

**Chapter 6** Sustainability Appraisal Findings - Preferred Options Local Plan

Policies	SA1.1	SA1.2	SA1.3	SA1.4	SA2.1	SA2.2	SA2.3	SA2.4	SA2.5	SA3.1	SA3.2	SA3.3	SA3.4	SA3.5	SA3.6
DP36: Green spaces not designated as LGS	0	0	0	0	0	0	0	+	+	0	+	0	+	+	+
DP37: Mendip Hills AONB	0	+	0	0	0	0	0	+	+	0	0	0	++	+	+
DP38: Built heritage	0	0	0	0	0	0	0	0	0	0	0	0	+	++	0
DP39: Archaeology and non-designated heritage assets	0	0	0	0	0	0	0	0	0	0	0	0	0	++	0
DP40: Historic parks and gardens	0	0	0	0	0	0	0	0	0	0	0	0	+	++	0

**Chapter 6** Sustainability Appraisal Findings - Preferred Options Local Plan

<b>Policies</b>	<b>SA1.1</b>	<b>SA1.2</b>	<b>SA1.3</b>	<b>SA1.4</b>	<b>SA2.1</b>	<b>SA2.2</b>	<b>SA2.3</b>	<b>SA2.4</b>	<b>SA2.5</b>	<b>SA3.1</b>	<b>SA3.2</b>	<b>SA3.3</b>	<b>SA3.4</b>	<b>SA3.5</b>	<b>SA3.6</b>
DP41: Coastal erosion and marine management	0	0	0	0	0	0	0	0	0	0	+	0	+	0	+
DP42: Affordable housing (including rural exception schemes)	0	0	0	0	++	++	0	+	0	0	+	0	+	+	+
DP43: Gypsies and travellers and travelling show people	0	0	+	+	++	0	+	0	0	0	0	+/-	+	0	0
DP44: Accessible and adaptable homes	0	0	0	0	++	++	0	0	++	0	0	0	0	0	0

**Chapter 6** Sustainability Appraisal Findings - Preferred Options Local Plan

Policies	SA1.1	SA1.2	SA1.3	SA1.4	SA2.1	SA2.2	SA2.3	SA2.4	SA2.5	SA3.1	SA3.2	SA3.3	SA3.4	SA3.5	SA3.6
DP45: Residential space standards	0	0	0	0	++	++	0	0	0	0	0	0	0	0	0
DP46: Homes for all	0	0	0	0	++	++	0	0	++	0	0	0	0	0	0
DP47: Older person accommodation	0	0	0	0	++	++	+	+	++	0	0	0	0	0	0
DP48: Residential annexes	0	0	0	0	+	0	0	0	0	0	0	0	+	0	0
DP49: Healthy Places	0	0	0	0	0	0	0	0	++	0	0	0	0	0	0
DP50: Location of new educational, sports leisure and	0	0	0	0	0	0	++	0	++	0	0	+	0	0	0

**Chapter 6** Sustainability Appraisal Findings - Preferred Options Local Plan

<b>Policies</b>	<b>SA1.1</b>	<b>SA1.2</b>	<b>SA1.3</b>	<b>SA1.4</b>	<b>SA2.1</b>	<b>SA2.2</b>	<b>SA2.3</b>	<b>SA2.4</b>	<b>SA2.5</b>	<b>SA3.1</b>	<b>SA3.2</b>	<b>SA3.3</b>	<b>SA3.4</b>	<b>SA3.5</b>	<b>SA3.6</b>
communit y facilities															
DP51: Provision of education al, sporting, leisure, cultural or communit y facilities to meet the needs of new developm ent	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>++</b>	<b>0</b>	<b>++</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
DP52: Protectio n of existing education al, sporting, leisure, cultural or communit y facilities	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>++</b>	<b>0</b>	<b>++</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

**Chapter 6** Sustainability Appraisal Findings - Preferred Options Local Plan

Policies	SA1.1	SA1.2	SA1.3	SA1.4	SA2.1	SA2.2	SA2.3	SA2.4	SA2.5	SA3.1	SA3.2	SA3.3	SA3.4	SA3.5	SA3.6
DP53: Best and most versatile land	0	0	++	0	0	0	0	0	+	0	+/-	0	+	+	+
DP54: Rural workers housing	+	+	0	0	+	0	0	0	0	0	0	+	0	0	0
DP55: Agriculture and land based rural businesses	+	+	+	0	0	0	0	0	+	0	0	0	+	0	0
DP56: Equestrian development	+	+	0	0	0	0	+	+	+	0	+	0	+	+	+
DP57: Recreational use in the	+	+	+	0	0	0	+	+	+	0	0	+	+	0	+

**Chapter 6** Sustainability Appraisal Findings - Preferred Options Local Plan

<b>Policies</b>	<b>SA1.1</b>	<b>SA1.2</b>	<b>SA1.3</b>	<b>SA1.4</b>	<b>SA2.1</b>	<b>SA2.2</b>	<b>SA2.3</b>	<b>SA2.4</b>	<b>SA2.5</b>	<b>SA3.1</b>	<b>SA3.2</b>	<b>SA3.3</b>	<b>SA3.4</b>	<b>SA3.5</b>	<b>SA3.6</b>
countryside															
DP58: Replacement dwellings in the countryside	0	0	0	0	+	0	0	0	0	0	0	0	+	+	0
DP59: Conversion or reuse of rural buildings	+	+	0	0	+	0	0	0	0	0	0	0	+	+	0
DP60: Previously developed land in the countryside	+	+	++	0	0	0	+	+	0	0	0	0	+	0	0
DP61: Employment on green	+	+	+	0	0	0	0	0	0	0	0	0	+	0	0



**Chapter 6** Sustainability Appraisal Findings - Preferred Options Local Plan

<b>Policies</b>	<b>SA1.1</b>	<b>SA1.2</b>	<b>SA1.3</b>	<b>SA1.4</b>	<b>SA2.1</b>	<b>SA2.2</b>	<b>SA2.3</b>	<b>SA2.4</b>	<b>SA2.5</b>	<b>SA3.1</b>	<b>SA3.2</b>	<b>SA3.3</b>	<b>SA3.4</b>	<b>SA3.5</b>	<b>SA3.6</b>
field land in the countryside															
DP62: Existing businesses in the countryside	+	+	+	0	0	0	0	0	0	0	0	0	+	0	0
DP63: Visitor accommodation in the countryside including camping and caravanning	0	0	+	0	0	0	+	0	0	0	+	0	+	0	0
DP64: Infrastructure delivery and development	0	0	0	++	0	0	++	+	+	+	+	+	+	+	+

**Chapter 6** Sustainability Appraisal Findings - Preferred Options Local Plan

Policies	SA1.1	SA1.2	SA1.3	SA1.4	SA2.1	SA2.2	SA2.3	SA2.4	SA2.5	SA3.1	SA3.2	SA3.3	SA3.4	SA3.5	SA3.6
ent contributi ons															

## Chapter 7

# Monitoring

**7.1** The SEA Regulations require that “the responsible authority shall monitor the significant environmental effects of the implementation of each plan or programme with the purpose of identifying unforeseen adverse effects at an early stage and being able to undertake appropriate remedial action” and that the environmental report should provide information on “a description of the measures envisaged concerning monitoring”. Monitoring proposals should be designed to provide information that can be used to highlight specific issues and significant effects, and which could help decision-making.

**7.2** Monitoring should be focused on the significant sustainability effects that may give rise to irreversible damage (with a view to identifying trends before such damage is caused) and the significant effects where there is uncertainty in the SA and where monitoring would enable preventative or mitigation measures to be taken. Given the relatively early stage of the Local Plan, indicators for all SA objectives have been included. The table will be updated at the next stage of the SA to focus on the SA objectives against which significant (including uncertain) effects have been recorded.

**7.3** Proposed SA Monitoring Framework for the North Somerset Local Plan overleaf sets out a number of suggested indicators for monitoring the potential sustainability effects of the Local Plan.

**7.4** The data used for monitoring in many cases will be provided by outside bodies. Information collected by other organisations (e.g. the Environment Agency) can also be used as a source of indicators. It is therefore recommended that the Council continues the dialogue with statutory environmental consultees and other stakeholders that has already commenced, and works with them to agree the relevant sustainability effects to be monitored and to obtain information that is appropriate, up to date and reliable.

## Proposed SA Monitoring Framework for the North Somerset Local Plan

### SA Objective 1.1

- Ensure a range of job opportunities are easily accessible without having to use a car.

#### Indicator

- Travel to work methods and flows.
- Typical amount of job creation (jobs per ha) within different use classes.
- Current and planned broadband coverage

### SA Objective 1.2

- Provide opportunities to improve economic wellbeing and reduce inequalities by providing good access to education and training opportunities.

#### Indicator

- Employment land availability.
- Typical amount of job creation (jobs per ha) within different use classes.
- Percentage change and comparison in the total number of VAT registered businesses in the area.
- Businesses by industry type.
- Amount of vacant industrial floorspace.
- Travel to work flows.

- Employment status by residents and job type.
- Economic activity of residents.
- Average gross weekly earnings.
- Implemented and outstanding planning permissions for retail, office and commercial use.
- Additional capacity of local schools.
- GCSE or equivalent performance.
- Level 2 qualifications by working age residents.
- Level 4 qualifications and above by working age residents.
- Increase in GVA of the District.
- Increase in investment in the District.

## SA Objective 1.3

- Promote the optimal use of land which supports regeneration, maximise re-use of previously developed (brownfield) land and protects the rural economy.

### Indicator

- Percentage of new development on brownfield land.
- Area of high quality agricultural land in District.
- Number or area of contaminated sites remediated.

## SA Objective 1.4

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

## Indicator

- Amount of CIL received.
- Total gains and losses of services and facilities.

## SA Objective 2.1

- Boost housing delivery and meet the housing need identified within the plan period.

## Indicator

- Average house prices.
- Annual dwelling completions.
- Population projections and forecasts.
- Percentage reduction of unfit/non-decent homes.
- Net additional transit and residential pitches (Gypsy, Traveller and Travelling Showpeople) permitted and completed to meet identified requirement.
- Quantum of new self-build housing.
- Mix of new housing delivered.

## SA Objective 2.2

- Deliver affordable or specialist housing where it is most needed to meet the needs of North Somerset's population.

## Indicator

- Average house prices.

- Number of affordable dwelling completions.
- Indices of Multiple Deprivation – particularly Barriers to Housing and Services Domain.

## SA Objective 2.3

- Achieve reasonable access to a wide range of community, educational, town centre and healthcare facilities.

### Indicator

- Total gains and losses of services and facilities.
- Utilisation rates of local services and facilities.
- Amount of community, retail, leisure and office floorspace in town centres.
- Pedestrian footfall count in town, district and local centres.

## SA Objective 2.4

- Enhancing community cohesion and community facilities provision including cultural facilities.

### Indicator

- Total gains and losses of services and facilities.
- Utilisation rates of local services and facilities.
- Amount of community, retail, leisure and office floorspace in town centres.
- Pedestrian footfall count in town, district and local centres.

## SA Objective 2.5

- Achieve healthy living opportunities promoting good access to healthcare centres, open spaces, Public Rights of Way, walking and cycling opportunities, and outdoor leisure activities.

### Indicator

- Life Expectancy.
- Percentage of people who regularly take 30 minutes exercise more than three times a week.
- Indices of Multiple Deprivation – Health and Disability sub-domain scores.
- Residents' opinion on availability of open space/leisure facilities.
- Location and extent of accessible open space to development sites.
- Total gains and losses of public open space.
- Hectares of accessible open space per 1000 population.
- Provision of accessible greenspace against Natural England Accessible Natural Greenspace Standards (ANGSt).
- Location and extent of recreational facilities close to development site.
- Location and extent of accessible greenspace close to development site.
- Proximity of site to healthcare facilities.
- Percentage of population obese.
- Number of GPs and dentists accepting new patients.
- Percentage or number of open spaces receiving Green Flag Award.
- Length of cycleways created/enhanced.



## SA Objective 3.1

- Reduce carbon emissions by supporting appropriate decentralised renewable energy generation.

### Indicator

- Greenhouse gas emissions (carbon dioxide equivalent).
- Energy consumption (GWh/household).
- Percentage of energy supplied from renewable sources.
- Number of new renewable energy developments.
- Renewable energy capacity installed and permitted (by type) (Megawatt).

## SA 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.

### Indicator

- Spatial extent of flood zones 2 and 3.
- Residential properties flooded from main rivers.
- Planning permission in identified flood zones granted permission contrary to advice from the Environment Agency.
- Incidences of flooding (and flood warnings) and location.
- SFRA results.
- Percentage or number of permitted developments incorporating SuDS.
- Percentage of water bodies at good ecological status or potential.

- Percentage of water bodies assessed at good chemical status.
- Water cycle study capacity in sewerage and water resources.
- Percentage of new development incorporating water efficiency measures.
- Number of planning permissions granted contrary to the advice of the Environment Agency on water quality grounds.
- Number of developments in Source Protection Zones.

## SA Objective 3.3

- Reduce the need to travel by car to minimise environmental impacts of unsustainable forms of travel, including transport related carbon emissions and air pollution. Ensure good access to infrastructure that promotes travel by active modes (walking and cycling).

## Indicator

- Access to services and business' by public transport. Travel to work methods and flows.
- Car ownership.
- Network performance on roads.
- Public transport capacity, punctuality and efficiency.
- Length of Public Rights of Way created/enhanced; number of Rights of Way Improvement Plans implemented.
- Length of cycleways created/enhanced.
- Percentage of residents driving a car or van.
- Percentage of trips made using walking or cycling.
- Travel to work methods.

## SA Objective 3.4

- Minimise impact on and where appropriate enhance sensitive landscapes.

### Indicator

- Changes to landscape condition recorded in landscape sensitivity work.
- Percentage of new development in an area of high sensitivity as per the findings of the landscape sensitivity work.
- Development on previously developed land or conversion of existing buildings.

## SA Objective 3.5

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

### Indicator

- Number and percentage of Listed Buildings (all grades), Scheduled Monuments, Registered Parks and Gardens, Registered Battlefields, Conservation Areas and heritage assets at risk.
- Percentage of Conservation Areas with an up-to-date character appraisal.
- Percentage of Conservation Areas with published management proposals.
- Number of historic buildings repaired and brought back into use.
- Number of major development projects that enhance the significance of heritage assets or historic landscape character.
- Number of major development projects that detract from the significance of heritage assets or historic landscape character.

- Improvements in the management of historic and archaeological sites and features.
- Percentage change in visits to historic sites.
- Percentage of planning applications where archaeological investigations were required prior to approval.
- Percentage of planning applications where archaeological mitigation strategies (were developed and implemented).
- Number of actions taken in response to breach of listed building control.

### SA Objective 3.6

- Protect and where possible enhance Biodiversity, Geodiversity and Green Infrastructure and allow its adaptation to climate change, particularly with respect to protected habitats and species.

### Indicator

- Spatial extent of designated sites within the District.
- Percentage of SSSIs in 'favourable' condition.
- Percentage of permitted developments providing biodiversity value e.g. green/brown roof, living wall, native planting.
- Number of planning applications for development within Consultation Zone A associated with North Somerset and Mendip Bats SAC.
- Number of planning applications with conditions to ensure works to manage or enhance the condition of SSSI features of interest.
- Hectares of biodiversity habitat delivered through strategic site allocations.

# Chapter 8

## Conclusions

**8.1** The SA of the Preferred Options North Somerset Local Plan has been undertaken to accord with current best practice and the guidance on SA/SEA as set out in the National Planning Practice Guidance. SA objectives developed at the Scoping stage of the SA process have been used to undertake a detailed appraisal of the current consultation document.

**8.2** The Preferred Options Local Plan sets out detailed proposed policies to address strategic and non-strategic issues in the plan area, as well as identifying specific site allocations for residential, employment and other development. Due to the overall scale of development proposed in the Local Plan, adverse effects have inevitably been identified in relation to some of the SA objectives, in particular those relating to the landscape, biodiversity and cultural heritage. Some of these effects have the potential to be significant. However, the development proposed will meet the identified need for housing in the District, including in the areas of highest affordable housing need, and will also stimulate the economic growth of North Somerset. The plan seeks to achieve a balance between housing development and employment generation which will ensure the sustainable growth of the District.

**8.3** Focussing the majority of growth in the larger towns of North Somerset will maximise access to jobs, services and facilities, and should help to stimulate the use of non-car based modes of transport. While there is some development proposed in more rural areas, this will help to maintain the vitality and viability of the District's villages and may stimulate the delivery of new services and facilities, including public transport links, in those areas.

## Next Steps

**8.4** This SA Report will be available for consultation alongside the Preferred Options Local Plan document between March and April 2022.

**8.5** The consultation responses on the Preferred Options Local Plan and this SA Report will be taken into account in the next stages of the plan preparation process, which will result in the proposed submission document and formal SA Report under the SEA Regulations.

LUC

January 2022

## Appendix A

# Consultation comments received in relation to SA work completed to date

**A.1** The Interim SA Report (November 2020) accompanied the Council's Choices for the Future consultation, which focused on the choices around the broad distribution of growth and identified four possible approaches:

- Retain the Green Belt;
- Urban Focus;
- Transport Corridors; and
- Greater Dispersal.

**A.2** The consultation took place from 2nd November and 14th December 2020.

**A.3** Consultee comments received on Interim SA Report below sets out a summary of the comments received on the Interim SA Report and the SA team's response to these comments.

## Consultee comments received on Interim SA Report

Comments received from statutory consultees:

### Natural England

- Summary of comment:

## Appendix A Consultation comments received in relation to SA work completed to date

- SA identifies a range of sustainability issues arising from avoiding development in the green belt.
- Retain the GB - We would also highlight the potential for this spatial option to result in significant adverse effects on national and European designed sites and the Mendip Hills AONB, and it is potentially the most challenging option in terms of mitigation for these natural assets.
- Urban Focus - it should be acknowledged that large scale development in SW Bristol is likely to impact directly on habitats used by greater and lesser horseshoe bats associated with the NS&M Bats SAC. The SW Bristol location is also within a short distance of Ashton Court SSSI, Leigh Woods NNR and Avon Gorge Woodlands SSSI & SAC, all of which are sensitive to and already being affected by recreational impacts. A large-scale development in this location would need to provide high-quality green infrastructure and enough green space to meet the needs of new communities. Development to the north and south of Nailsea, which is likely to impact on horseshoe bats associated with Brockley Hall and Tyntesfield bat roosts and the Tickenham, Nailsea and Kenn Moors SSSI. Development is also directed to Portishead, which is close to the Severn Estuary European site and to Gordano Valley SSSI/NNR. The provision of high quality and connected green infrastructure will be an essential element of new developments.
- Action to be taken: noted.



Comments received from developers, residents' groups and individual responders on the SA framework objectives included:

### **SA Objective 1.1 - Ensure a range of job opportunities are easily accessible without having to use a car.**

- Summary of comment:
  - Consideration should be given to people who are likely to work from home in future (direct and indirect demand will be required for ultra-fast broadband, sustainable and affordable energy).
  - A 5km radius is not within itself an indication that there are opportunities to access jobs without a car. The continued importance of this criteria, and in particular the weight attributed to it moving forward, will need to be reconsidered as the implications of Covid on the working patterns.
- Action to be taken:
  - The SA assessment criteria include an assessment of ultra-fast broadband coverage (see the SA scoring criteria in Appendix D).
  - The PPG states that SA does not need to be done in any more detail, or using more resources, than is considered to be appropriate for the content and level of detail in the Local Plan. The appraisal of options in this SA Report is therefore undertaken at a strategic scale. The 5km radius incorporated into the SA assessment criteria provides an indication of accessibility to employment at locations of high importance to the residents of North Somerset. It is assumed that residents within 5km will be more likely to be able to travel on foot or by bicycle.

## **SA Objective 1.3 – Provides opportunities to improve economic wellbeing and reduce inequalities.**

- Summary of comment:
  - The Local Planning Authority should carry out an up-to-date survey of the major employers in North Somerset.
  - It is unclear how this differs from objective 1.1 in regard to the assessment of impact.
- Action to be taken:
  - This objective is amended in this iteration of the SA Report to specifically identify opportunities to access education and training opportunities. Site options have been appraised to reflect this change to the SA assessment criteria.

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

- Summary of comment:
  - Challenges relating to infrastructure are known but not accurately taken into account in the 4 approaches.
  - The new Metro West rail link is an important component that must be given due weight when assessing accessibility
  - The Community Infrastructure Levy in North Somerset is based upon viability and market evidence which is already four years old. It will be necessary to update this evidence base should it form part of the evidence base justifying the spatial strategy
- Action to be taken:

## **Appendix A** Consultation comments received in relation to SA work completed to date

- Noted. However, it should be recognised that the appraisal undertaken through the Interim SA Report is a high-level assessment only. This iteration of the SA has considered the infrastructure requirements for individual site options. Information that is available consistently across all site options has been made use of to allow for a comparison of site options on an equal footing. This includes details of Metro West development.
- The Local Plan will be subject to viability testing.

### **SA Objective 2.1 – Boost delivery and meet the housing need identified within the plan period.**

- Summary of comment:
  - Stated that the Urban Focus approach ‘raises questions of deliverability over the plan period’. We recognise the issues of delivery of housing numbers on large scale sites, particularly those of significant size that are controlled by a single developer. However, these issues are better addressed through policy interventions to shape the way that the composition of development is delivered, the balance between different types of housing developer and other specific policy interventions available to encourage faster build out rates. This includes smaller sites within a larger development, a more diverse range of developers and delivery models (for example housing associations, local authority owned developers, self-build, a mix of different commercial house builders) Therefore, we do not think delivery rates per se are a valid reason for downgrading the Urban Focus approach, given the fact that it could be tackled effectively through other policy interventions that are more targeted than the broad spatial strategy choices at this stage of the plan.
  - Suggest that 500 units is not an appropriate level at which to consider whether a site is ‘small’ given the nature of the settlements across North Somerset.
- Action to be taken:

## **Appendix A** Consultation comments received in relation to SA work completed to date

- Noted. Work for the spatial strategy as been undertaken to ensure that an appropriate package of site options is identified, at a range of different sizes and types, to ensure that delivery is not restricted. Allocations will be complemented by detailed policies on topics such as self and custom build to boost the supply of housing over the plan period.
- The potential for the plan to contribute effectively to the housing need in the plan period has been considered through the appraisal of the spatial strategy. The site assessment criteria now do not address housing delivery and housing need. No one individual site will fully meet the needs of North Somerset and ultimately it is the policies of the plan that will ensure an appropriate mix of housing as well as helping to ensure the rate of housing delivery alongside market conditions.

### **SA Objective 2.2 – Deliver affordable or specialist housing where it is most needed.**

- Summary of comment:
  - Reliance on the Indices of Deprivation does not provide an accurate and localised assessment of affordable housing need. This objective should be measured against an up-to-date Strategic Housing Market Assessment
- Action to be taken:
  - The Indices of Deprivation (Barriers to Housing and Services domain) have been used as a proxy to identify areas that may have particular needs.

### **SA Objective 2.4 – Enhancing community cohesion and community facilities provision.**

- Summary of comment:

## **Appendix A** Consultation comments received in relation to SA work completed to date

- The criteria associated with this policy fails to reflect the NPPF's recognition that development in 'smaller' settlements has a significant role in supporting rural communities, and their services and facilities.
- Action to be taken:
  - The SA assessment criteria for this objective consider the potential effects of development in relation to that which supports rural services and facilities where there is an identified issue with loss or potential loss of services.)

### **SA 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**

- Summary of comment:
  - The scoring for this element at the present level is not robust enough to form the basis for the spatial strategy and should be an indicator only. It isn't clear what geographical area was assessed when identifying the 60% coverage for each settlement. A more accurate indicator may be the scale of sites (identified in the SHLAA – and thus 'available') which fall outside of flood zone.
- Action to be taken:
  - Noted. The SA assessment criteria used for the appraisal of site options in this iteration of the SA Report remains the same. The criteria have been used as an indicator for the appraisal of the spatial strategy.

### **SA Objective 3.3 – Reduce the need to travel by car**

- Summary of comment:

## **Appendix A** Consultation comments received in relation to SA work completed to date

- It is unclear how this differs from objectives 1.1 and 2.3.
- Action to be taken:
  - The objectives are distinct in that objective 1.1 assesses commuting to places of employment, whilst objective 2.3 assesses provision of services rather than how they are accessed.
  - Objective 3.3 considers the accessibility of active and sustainable modes of transport from site options.

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

- Summary of comment:
  - Over-reliance on the Landscape Sensitivity Assessment should be avoided.
  - The only appropriate assessment is to identify those areas subject to Conservation Area and AONB designations (as per the Objective). It isn't clear at this stage how the scoring has been determined.
- Action to be taken:
  - This SA assessment criteria include the AONB, as well as those landscapes of high sensitivity to housing development as defined in the Landscape Sensitivity Assessment (LSA). The LSA provides an equal basis for assessing the landscape sensitivity around settlements and is therefore one appropriate measure.

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

- Summary of comment:

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- Heritage is a site-specific consideration with the exception of potential notable designations such as Registered Parks, or Conservation Areas. It isn't clear within the assessment how the scoring has been determined; in particular noting that a number of sites scored positively – being required to enhance or make a positive effect on a heritage asset. However, in considering a settlement as a whole, it would appear difficult to make these conclusions at this stage given the asset and the site would not have been identified.
- Action to be taken:
  - The appraisal of site options has been informed by input from the Council's historic environment officer. This has ensured that an appropriate level of expertise has been reflected in relation to the appraisal of this objective.

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

- Summary of comment:
  - Concerns around some of the scoring, e.g. transport corridor “could have a disproportionate impact on valued habitats and biodiversity” (Choices page 24) which is based on the SA assertion that it could have “the potential for greater impact on bats and designated sites.” (SA page 35). Given that the Transport Corridors proposal is at this stage very broad brush and schematic, think it is hard to make this conclusion at this stage of the assessment.
  - There isn't sufficient evidence or certainty in regard to the potential impact of development on biodiversity, and that this will need to be refined as the NLP progresses.
- Action to be taken:

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- Noted. The Interim SA Report was undertaken at a very high-level. Site specific appraisal work has been included in this iteration of the SA Report.
- Summary of comment: The SA framework is inadequate in that it treats all the 16 objectives with similar weight. It should be developed further to give greater weight to more important factors and thus better account for what is most important. Objectives 2.3, 2.5, 3.3 and 3.6 which directly address climate change/ biodiversity emergency and minimising use of private case use should be given a greater weighting.
  - Action to be taken: It is considered that all of the SA framework objectives should be given equal weighting. The interpretation of the SA results allows for greater weight to be given to certain objectives, where judged to be appropriate.
- Summary of comment: There is no specific measure of carbon emissions within the SA – but a series of proxies (for example car journeys generated). However, we do recognise the technical difficulties and costs of a comprehensive carbon assessment within the SA.
  - Action to be taken: Noted
- Summary of comment: Future assessment of sites should include reference to/allowances for mitigation. This will ensure that each site will be assessed in the context of the development, and not just its current state, and ensure the most robust and appropriate assessment of future development to aid making decisions on the new Local Plan.
  - Action to be taken: Noted and this will be taken into account within further stages of the SA.
- Summary of comment: The Sustainability Appraisal has been carried out at an appropriate high level and many agreed with the overall assessment. However, scope of the strategy and associated SA will need to be extended to review other land uses and community requirements.
  - Comprehensive review of existing policies is required.
  - Action to be taken: Noted. This iteration of the SA Report includes an appraisal of individual site options considered for a variety of uses.



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Options for policies which the plan may take forward have also been appraised.

- Summary of comment: A process must be included within an updated SA for an objective review of the Green Belt. All the sites listed within the Interim SHLAA should be evaluated against that. The declaration of a CE requires that every effort be made to avoid future development within areas at risk of flooding. The SA process must therefore logically include the screening of all sites within the SHLAA including those located within Green Belt (tested against the primary purposes of Green Belt in the NPPF and the NSC Stage 1 & Stage 2 GB review evidence from the JSP examination). Once screened and scored in the first selection stage, land that is in FZ1 must be prioritised over areas at higher flood risk in accordance with the NPPF. It therefore makes sense that any land that is 100% within FZ1 should score higher than those sites with only 60% in FZ1 unless the additional land liable to flood (FZ2 or FZ3) is for SUDS features, open space, biodiversity enhancement etc. and not buildings.
  - Action to be taken: The Local Plan has considered an assessment of the Green Belt alongside the SA process. Sites within the Green Belt have not automatically been screened out of the SA. The SA has also considered the potential for development options to result in increased numbers of residents to be adversely affected by flood risk.
- Summary of comment: There is a gap between transport evidence and the SA. High quality transport evidence will be a vital part of the spatial strategy and needs to be embedded in a clearly articulated regional and local transport strategy. A Transport Strategy is an essential component of a successful Local Plan, particularly one with the progressive and ambitious aims of the current document. We would therefore welcome an understanding of how this critical element of spatial planning will be incorporated going forward.
  - Action to be taken: A study of the transport implications of the 4 spatial scenarios has been completed. This is available to view on the planning policy page of the NSC website: Stage 3 Transport Assessment

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- Transport assessment will continue to develop the transport evidence base for the local plan. The transport assessment has informed the development of the spatial strategy included in the Local Plan.
- Summary of comment: Some consultees have provided alternative sustainability assessments of individual places.
  - Action to be taken: These are noted.
- Summary of comment:
  - Comments received on the accessibility criteria, listed in Appendix 2:
    1. Concern that they are set at a level which does not reasonably reflect North Somerset, the criteria is based upon an urban criterion, must be cautiously applied when considering the appropriateness of development within rural areas.
    2. Amendments to the distances to services and scoring, using the Institute of Highways and Transport Guidance. These are all higher than the proposed distances.
    3. Access to some services and facilities may not require as frequent access as others, and indeed can be accessed purely online, and this should be reflected within the assessment.
    4. Refer to the recommendations in Sustrans 'Travel Behaviour Research Baseline Survey – 2004' - 'measuring the potential for change' cycling offers an alternative to car travel, particularly for trips of less than 6 kilometres. This is supported by the 2016 National Travel Survey, which specified average journey lengths, by cycle, of circa 5.7km.
    5. A revised table should follow Department for Transport (DfT) guidelines. It is currently too simplistic. No end destination is stated. Distances to train station suggested are too low, access can be on foot, cycle, bus, taxi, or car share. Suggest the following revised thresholds:
      - Walking:

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- Very Good – up to 800m,
- Good – 800m-1,200m,
- Reasonable – 1,200m-2,000m
- Poor – Over 2,000m
  
- Cycling:
  - Very Good: less than 2.5km with cycle lane up to 6km with significant element on dedicated cycle lane
  - Reasonable: More than 2.5km no dedicated cycle lane, significant elevation change Poor: no safe highway route for 24/7 year around travel
  
- Distance from Station:
  - Very Good – 1,000m
  - Good – 2,000m
  - Reasonable – 5,000m – access remains good by cycle
  - Poor – Over 5,000m

The Council published the SA Scoping Report for the Local Plan in July 2020. A six-week consultation period followed this from 22nd July to 2nd September 2020. The tables below set out a summary of the comments received on the SA Scoping Report and the Council's response to these comments as published in the SA Scoping Consultation Report (2020).

## Comments from statutory consultees

### Environment Agency

#### Comment

- 1. Have all relevant plans, programmes and policies been referenced?
- We support inclusion of UKCP18 which is due to be updated in 2020, this update needs to be included within the emerging SFRA Level 1 as proposed.
  - **Officer response:** Noted. This will be included in the new SFRA when finalised.

#### Comment

- 2. Is any significant economic, social or environmental data missing or misrepresented?
  - The Environmental Baseline text should make reference to the Water Framework Directive, the directive should be followed when developing along watercourses.
    - Officer response - The baseline references local and national documents only. It is assumed that international documents are translated into National and Local policy.
  - Biodiversity and landscape character area protection – Page 45
  - The reference to Local Biodiversity Action plans has now largely been superseded by Action for priority species under NERC 2006.
    - **Officer response:** Noted and table 11, page 45 now references NERC 2006.

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- Although the North Somerset LBAP appears to still be a relevant supplementary planning document, it is now 15 years old and will need to be updated with guidance on Biodiversity Net Gain, the Governments 25-year Plan and the new Environment Bill 2020.
  - **Officer response:** NSC will publish a Green Infrastructure strategy this year which will reflect these plans.
- Invasive non-native species should be included as an existing biodiversity problem, with the promotion of good and effective biosecurity practices.
  - **Officer response:** Added detail on non-native species in table 11, page 45.
- The promotion of and adopting of Natural Flood Management methods are encouraged for reasons of improved biodiversity and reduction in flood risk.
  - **Officer response:** Added detail in para 3.68 regarding natural flood management methods.
- Water Quality:
  - The Environment Agency supports sustainable development, in particular the encouragement of resource efficiency, specific emphasis should be placed on the issue of waste minimisation and recycling.
    - **Officer response:** Added paragraph 3.34 to reflect this about resource efficiency.
  - The specific inclusion of text highlighting the need to protect ground and surface waters is welcomed, in terms of both quality and quantity, it is considered essential to convey a greater appreciation of the overall environmental setting.
  - The water quality theme should, as detailed above, include ground and surface waters, in terms of both quality and quantity.
    - **Officer response:** Noted.
  - Wastewater infrastructure should include phosphate stripping.

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- The theme of 'making efficient use of land' should include reference to PPS23 as a source document.
  - **Officer response:** PPS23 replaced by NPPF.
- Flood Risk:
  - A Strategic Flood Risk Assessment Level 1 is currently being updated to include climate change which is supported.
    - **Officer response:** noted.
- Green Infrastructure:
  - The inclusion of aspirations for greening river corridor for biodiversity improvements are welcomed, set back of development would create recreation and access for maintenance benefits. Any lighting should be set back and suitably designed with wildlife in mind.
    - **Officer response:** noted.
- Rewilding:
  - Tree planting for rewilding is encouraged and supported for biodiversity, giving improvements for wildlife and climate change.
  - When planting alongside watercourses access for maintenance must be considered.
    - **Officer response:** noted.
- Net Gain:
  - We support and encourage the principle of Net Gain which is established within the SA, to make contributions for environmental gains either on or off-site. This aspiration is detailed in the National Planning Policy Framework and is further supported by the 25 Year Environment Plan. This sets an expectation for development, including housing and infrastructure, by all organisations and individuals, that will help deliver net gain. The Agency would expect guidance to be given for calculation of levels and look forward to future policy detailing how you will embed the environmental net gain principles.

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- **Officer response:** New Green Infrastructure strategy will reflect this. Added detail to objective 3.6 to greater reflect biodiversity net gain.

# Natural England

## Comment

- 1. Have all relevant plans, programmes and policies been referenced?
  - **Officer response:** Discussed comments with Natural England on 26th May 2020
- Having reviewed the Pre-commencement and SA Scoping documents we welcome the acknowledgement of the opportunity to step back and reassess the strategic context and spatial strategy options. That reassessment should be supported by the best available evidence and will benefit from the evidence gathered through the JSP process and other ongoing local initiatives. In particular we would highlight the following:
  - Evidence from the SA and HRA for the JSP, particularly that which identified need for a strategic solutions to protect key nature conservation interests in North Somerset, including rare bats and habitats sensitive to recreational pressures.
  - Evidence presented in the Joint Green Infrastructure Strategy that illustrates how key priorities for nature, health, climate and can be delivered through an integrated approach to protection and provision of GI, prioritising key strategic projects.
  - Evidence from environmental assessment of recent major development applications in North Somerset, including Bristol Airport, and large housing developments such as those around Nailsea, Weston, Clevedon and Banwell.
- In addition, the reassessment also allows more meaningful consideration of other local and national priorities, including climate and ecological emergencies, and work to take forward the Government's 25YEP, including a nature recovery network and biodiversity net gain. New

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legislation and duties will come into being during the preparation of the Local Plan.

- A spatial strategy should take account of all major constraints, issues and opportunities. The evidence described above will be key to this, and we welcome the intention to look at again at the Green Belt, which we believe can have an enhanced role in delivering goals of the Plan and sustainable development.
- **Officer response:** A reference to evidence of the JSP SA and HRA will be included. However, this will be considered where there is general evidence that will remain relevant, but not specific mitigations in relation to specific sites.
- Updated BAT data is on the way.
- The N Somerset GI strategy is in progress and consultants have been passed these comments, it will:
  - follow guidelines set out within the West of England GI plan
  - Pay due regard to the new duties emerging from the Environment Bill and Defra's 25- year Environment Plan
  - Take account of the Climate Emergency Strategy and Action Plan

## Comment

- 2. Is any significant economic, social or environmental data missing or misrepresented?
- The baseline for tourism identifies a number of key attractions; many of these locations are within or close to protected sites and landscapes, which as noted above, are under increasing pressure from the effects of recreation. This illustrates the need for an integrated cross sectoral approach.
  - **Officer response:** noted.
- We note the reference to the condition of SSSIs within North Somerset, which suggests 77.2% are in favourable condition. We are concerned that



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this figure is based on out of date information for many SSSIs and masks the reality of the current condition of these sites. Local Natural England SSSI lead advisers confirm that many of SSSIs are under increasing pressure from development related issues, which include poor water quality due to run-off, inappropriate or lack of management (absence of grazing animals and scrub encroachment), often due to high recreational pressure, as well as a range of urban fringe effects such as increased lighting, noise, fly tipping, cat predation, dog fouling, vandalism etc. Many of these SSSIs are noted as being key tourist attractions and their ongoing protection and management (particularly those sites where grazing is a key part of favourable site condition) is important for the tourism sector as well as for their intrinsic ecological, landscape and/or geological interest.

- **Officer response:** SSSI condition – acknowledged that most haven't been updated for 10 years, as obtaining data is difficult. Agreed that as there isn't currently any more up-to-date available, Natural England can feed through updates as they become available. May be able to provide case by case narrative for potential site locations.
- We are pleased the importance of water quality is recognised, as this is a widespread issue in North Somerset; however we are concerned the baseline references to the Severn Estuary River Basin Management Plan and to the North Somerset Levels and Moors Catchment Project might imply the identified issues are in hand, while we understand the funding and implementation of mitigation measures is still largely to be determined.
  - **Officer response:** Reference to the Bristol Avon Catchment Project added which provides information on catchment level interventions.
- We are also pleased the significant environmental, social and economic benefits of green infrastructure is recognised and that the West of England Joint Green Infrastructure Strategy is referenced. The emerging JGIS provides a framework for bringing together a range of evidence and priorities, including the nature recovery network, so that the spatial strategy for development can be more integrated and local projects can be developed where they will have most benefit. Implementation of the WoE GI strategy will need to be supported by suitable policies in the new local plan.

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- Officer response: Water quality – It is noted that there are issues from surface water run-off, and new development could add to the problem. New local plan policy will be written to address this.
- We would welcome the opportunity to continue to work with North Somerset council and other authorities to coordinate the approach to strategic issues and identify best practice across the subregion. It will also be necessary to consider the need to work strategically with neighbouring Somerset authorities to identify shared issues, for example in relation to the Severn Estuary and Mendip Limestone Grasslands EU sites, and the Mendip Hills AONB. The Environment Bill and 25-year plan are clear that protection and enhancement of nature needs to go beyond existing designated sites to secure more, bigger and better-connected habitats that will be needed to halt the loss of biodiversity and deliver a range of other ecosystem benefits to society.
- **Officer response:** Noted that there is support is available from government for tree planting – and will ensure the right trees are planted in the right places. The Rewilding strategy will reference the Tree and Woodland strategy, being developed by the West of England Nature Partnership.
- We are committed to fulfil the Duty to cooperate role by working with neighbouring authorities.

## Comment

- 3. Are there any additional sustainability issues within North Somerset that need to be considered in the development of the New Local Plan document?
- We welcome the Council's recognition of the current climate emergency and the objective to reduce GHG to mitigate climate change. However, objectives relating to climate change adaptation are also needed in recognition that some changes are inevitable and suitable measures will be needed to reduce the adverse effects of this on people and the natural environment. We would expect the new local plan to have an important role in setting out how its spatial strategy will support climate change

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adaptation and mitigation, ideally identifying where natural solutions to managing threats and risks may be more cost-effective than hard engineering projects.

- **Officer response:** Having reviewed other SAs, it is considered that climate change adaptation is covered within objectives relating to flooding, water supply, biodiversity and green infrastructure provision. Added wording in objective 3.6 - Protect and where possible enhance Biodiversity, Geodiversity and green infrastructure and allow its adaptation to climate change.
- We note the references to the Duty to Cooperate and commitment to working with neighbouring authorities and others to address strategic issues. The progression of the West of England GI strategy provides a way of meeting this duty in relation to the natural environment. A joined-up approach to the natural environment will be equally important with Somerset authorities. Sedgemoor District shares cross boundary European and nationally protected sites and landscapes with North Somerset district - recognising recreational pressures are already impacting on these areas and are likely to increase as a result of the new local plan.
- **Officer response:** We are committed to fulfil the Duty to cooperate and the new GI strategy will flow from the WoE strategy. New WoE tree strategy is being developed. This will be high-level doc with appropriate areas identified – including space for more urban trees.

## Comment

- 4. Do you agree with the proposed Sustainability Appraisal Framework?
- We have a number of concerns with the Sustainability Appraisal Framework as presented. It is essential that SA objectives and assessment criteria are robust and address the right issues and requirements. The proposed SA objectives and decision-making criteria as set out in tables 12 to 14 are not always easy to understand, with a number of apparent omissions and a lack of coherence in some parts – we

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have highlighted some examples below but would welcome further discussion with the Council.

- **Officer response:** We have added wording to objective 3.1 to reflect this.
- Table 12 - We recognise the urgent need to reduce carbon and other GHG emissions and are supportive of objective 3.1 Support decentralised renewable energy generation; renewable energy schemes can have negative impacts, including on landscape and ecological interests, and we would encourage the Council to consider undertaking a sensitivity/capacity study to ensure the most appropriate renewable technologies are directed to the most suitable locations.
  - A West of England study is due to be commissioned (July) which will address landscape sensitivity with respect to renewable energy.
- As previously mentioned, we would encourage the Council to include an objective for climate change adaptation and an objective to protect natural resources, including soil, air and water.
  - **Officer response:** Response detailed above.
- We also suggest 'where possible' is deleted from objective 3.6 in recognition that the Environment Bill is most likely to have become law by 2023, the beginning of the plan period, and it is expected that all new development will be required to provide a 'net gain' for biodiversity - if such gains are not possible to achieve on site, an off-site contribution will be required. We would encourage the council to consider developing more detailed guidance on 'BNG' in the form of a SPD.
  - **Officer response:** Have retained 'where possible', but added that where not possible onsite, then offsite contributions to biodiversity enhancement will be required.
- Table 13 - We note that 'development at coastal locations' is considered to be a positive effect of the plan in relation to objective 2.5 improve health and wellbeing; this may be the case but the rationale for this statement is not clear and we would welcome further explanation, particularly as the North Somerset coastline lies adjacent to the Severn Estuary European site. The landscape/townscape objective 3.4 is broadly welcome, although

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the criteria should recognise that impacts on Mendip Hills AONB can arise from development outside, but in the setting of the AONB, depending on its characteristics and special qualities. Objective 3.6 protect and where possible enhance biodiversity and Green Infrastructure is welcome in principle, subject to deletion of 'where possible'; however, to be meaningful the suggested scoring criteria and indicators will require a robust baseline and understanding of ecological assets. A great deal of evidence has been gathered to inform the WoE GI strategy and other plans and projects; the Council has also commissioned bat surveys in relation to the Bats SAC. This information should provide a reasonably sound basis for the new local plan.

- It will also be necessary to develop a mechanism for calculating and securing biodiversity net gain from development, ideally linked to locally agreed GI priorities, such as protecting and reinforcing local nature recovery networks and providing new recreational opportunities to alleviate recreational and other pressures on sensitive habitats. It will be essential that a robust and consistent approach to the requirements and standards expected for site-based habitat surveys and analysis is set out clearly in the new local plan.
  - **Officer response:** Coastal locations - The key settlements in North Somerset are in coastal locations. However, depending on the development, it could score poorly against Objective 3.6 which aims at protecting important sites.
  - Have amended objective 3.6:
  - Protect and where possible 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.
  - New Green Infrastructure Strategy 2020 will address this
- Table 14 - Compatibility of SA objectives appears to have identified only one negative effect, relating to meeting housing needs and water quality – we recognise there is an existing issue with poor water quality in the district arising from development, including at Nailsea and underneath J19

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of the M5, however this seems unlikely to be the only example of conflicting objectives, when considering the range of adverse effects new development can have on the natural environment.

- **Officer response:** Have reviewed the table and some limited changes have been made.

## Comment

- 5. Is the proposed methodology for the next stages of the Sustainability Appraisal correct?
- Subject to some changes to the SA Framework objectives and targets, the methodology itself appears reasonable and to follow standard practice.
- Monitoring:
- We note the monitoring questions:
  - Were the assessment's predictions of sustainability effects accurate?
  - Is the plan contributing to the achievement of desired SA objectives and targets?
  - Are mitigation measures performing as well as expected?
  - Are there any adverse effects? Are these within acceptable limits, or is remedial action desirable?
    - **Officer response:** Monitoring the plan needs to fit into the work on collecting environmental data. Noted that there will be clearer responsibilities coming out of the Environment Bill.
- Monitoring is an essential element of the local plan process – the above questions are reasonable, but again are dependent on having set appropriate objectives and targets and identifying suitable and measurable indicators of success or otherwise. We expect the broad objectives and targets will need to become more specific as plan options are refined - for example to measure the progress of green infrastructure and/or strategic mitigation schemes such as may be required to address impacts on designated sites and landscapes.

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- **Officer response:** noted.

## Historic England

### Comment

- 1. Have all relevant plans, programmes and policies been referenced?
- Could we encourage the following?
- NSC 10-year strategy for heritage, arts and culture.
- Objectives include supporting quality placemaking, and building the capacity of local heritage, arts & cultural organisations.
- Great Weston Heritage Action Zone Delivery Plan
- <https://historicengland.org.uk/services-skills/heritage-action-zones/weston-super-mare/>
- <https://www.n-somerset.gov.uk/my-business/regeneration/weston-vision/heritage-action-zone/>
- **Officer response:**
  - This will be considered once adopted later in 2020.
  - Reference now included in review of plans, policies and programmes.

### Comment

- 3. Are there any additional sustainability issues within North Somerset that need to be considered in the development of the New Local Plan document?
- Our previous consultation response (NS LP Generating ideas Jan 2018 HE.pdf ) highlighted the value of preparing a Heritage Topic Paper setting out the issues, opportunities, risks and challenges facing North Somerset's historic environment as a part of the preparation of a positive strategy

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(NPPF para 185). Such explicit evidence would demonstrate a rationale for the Sustainability Appraisal in relation to the historic environment.

- **Officer response:** A heritage topic paper has been produced and will inform the Local Plan.
- NSC has prepared Conservation Area Appraisals to consider the condition, risks and opportunities faced by the areas significant historic places. Are they useful references to inform the sustainability issues?
  - **Officer response:** Reference added in Appendix 1
- The adequacy of baseline evidence - The assessment of potential sites across North Somerset will clearly need to be informed by up to date and robust historic environment evidence. Where an initial assessment of the relative impact (positive or negative) on the historic environment/heritage assets and their settings is inconclusive, then further work may be required at this stage to ensure reasonable and informed conclusions can be established as to the likely relative sustainability of emerging proposals.
  - **Officer response:** Conservation Officer's Advice will be provided at site assessment stage.
- We have sometimes found that the implications for the setting of heritage assets is overlooked or 'parked' to a later application stage. Where this may be appropriate in some situations Planning Policy Guidance (PPG) is clear that where sites are proposed for allocation, sufficient detail should be given to provide clarity about the nature and scale of development (addressing the 'what, where, when and how' questions). To answer such questions, one needs to appreciate the implications of conserving affected heritage assets.
- To reflect the above the following discrete adjustments to the key sustainability issues are suggested (see table below).
  - **Officer response:** Adjustments have been made to the key sustainability issues to reflect these comments.



## Comment

- 5. Is the proposed methodology for the next stages of the Sustainability Appraisal correct?
- To accord with the language and emphasis of national planning policy, could I suggest the following adjustments to the draft framework. (see table below).
  - **Officer response:** Objective 3.5 has been re-worded to reflect these comments.

## Amendments recommended by Historic England (key sustainability issues)

Key issue – Heritage protection or protection and enhancement of North Somerset's heritage assets.

### Objective

- Protection of historical / cultural assets that could be threatened by development and land allocations and by neglect through being unoccupied /underused.
- Or To conserve the significance of North Somerset's cultural heritage and finite heritage assets and their setting, and ensure their potential contributions to social, economic, and environmental objectives are realised.

## Scale of challenge

- The District has many listed buildings, archaeological sites and conservation areas. Many heritage assets are undesignated.
- There are potential risks associated with significant growth from, for example, strategic infrastructure associated with sizeable development, a discordant scale, massing and height of development in historic centres which can result in: a loss or erosion of landscape/ townscape character; an adverse impact on the historic integrity and setting of historic settlements; a direct and or indirect impact upon individual heritage assets and their settings; traffic congestion, air quality, noise or light pollution and other problems affecting the historic environment.

## Likely evolution of the issue without the plan

- Major - Continuation or an increase in historic areas, monuments and buildings on the at-risk register. Failure of the Plan to support a realisation of the historic environment's potential to support economic, social and environmental objectives.

## Potential role of the North Somerset Local Plan

- Heritage Assets inc LBs, CAs and Scheduled Ancient Monuments and their settings immediate surroundings can all be sustained protected when determining site allocations, and policy. The Plan can also highlight the importance of regenerating threatened assets and identify potential new uses for them, and inspiring/informing distinctive design and place shaping.

Or

- Ensure the significance of heritage assets is sustained
- Develop a stronger sense of place, and local distinctiveness;
- Promote the innovative reuse of the existing building stock for social, cultural and or economic purposes;

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- Deliver heritage-led regeneration opportunities;
- Support the vitality and viability of town centre regeneration; Promote heritage based tourism.

## **Amendments recommended by Historic England (SA framework and decision making)**

Positive effect (+/++) – Development with access to multiple bus routes

Negative effect (-/--) – Development outside cycling network

**SA Objective - Minimise impact and where appropriate enhance treasured heritage assets and Conservation**

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

## Decision-making criteria (SA will look for...)

- Development that is likely to safeguard, protect, and where appropriate enhance, the significance of any affected heritage asset, historic townscape or landscape.
- Development that leads to loss, change or heritage assets.
- Development in locations which would harm the character and setting of a heritage assets.
- Development likely to harm the significance of an affected heritage assets or its setting.

## Suggested scoring criteria/indicator(s)

- 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.
- [-] minor negative effect likely overall on minimal harm to the significance of the heritage asset
- [--] detrimental impacts on considerable harm to the significance of a heritage asset
- [?] likely effect on the heritage asset is uncertain

## Relevant SEA topic

- Cultural heritage

## Comments from other organisations and individuals

### Bristol Airport

#### Comment

- We have reviewed the SA Scoping Report and provided below a response to the five consultation questions set out at paragraph 1.22 of the document.
  - Officer response – Noted – documents referred to have been included into the review of plans, policies and programmes.
- 1. Have all relevant plans and programmes been referenced?
- The review of plans and programmes presented at Appendix 1 to the Scoping Report should include reference to the following additional documents:
  - National: The Aviation Policy Framework (2013), Beyond the Horizon – The Future of UK Aviation: Next Steps Towards an Aviation Strategy (2018); Beyond the Horizon – The Future of UK Aviation: Making Best Use of Existing Runways’ (2018); Aviation 2050: The Future of UK Aviation.
  - Local: The emerging Bristol Airport Master Plan.
- Taking into account, and reflecting, the additional plans and programmes outlined above, BAL considers that Section 2 of the Scoping Report should be updated to include specific reference to the need to make provision for the long-term development needs of Bristol Airport, as a catalyst for economic growth.

## Comment

- 2. Is any significant environmental, social or economic data missing or misrepresented?
- BAL considers that the important economic role Bristol Airport plays in North Somerset and the wider region should be recognised in the Economic Baseline (in terms of employment, inward investment, connectivity and GVA) and the Social Baseline (in respect of tourism) sections of the Scoping Report.
  - **Officer response:** Noted. We still have not received updated information, but we are seeking to obtain information at later stage.
- We note that the Scoping Report includes reference to Bristol Airport under the Environmental Baseline section. The baseline information in this section should be updated to reflect the most recent data in terms of aircraft movements, employment and public transport mode share. BAL would be happy to provide this information if required.
- At paragraph 3.45, the Scoping Report states that "It is recognised that planned expansion has the potential to impact a range of environmental (and socio-economic) receptors". BAL considers that the baseline section of the Scoping Report is overly focused on the adverse impacts of the airport's operation and growth and does not recognise the potential for these effects to be mitigated. Further, the Scoping Report does not clearly set out the significant economic benefits associated with airport growth and is, therefore, at present unbalanced.
  - **Officer response:** Noted. Update to baseline section to reflect a more balanced approach to the airport expansion.

## Comment

- 3. Are there any additional sustainability issues within North Somerset that need to be considered in the development of the New Local Plan document?

## Appendix A Consultation comments received in relation to SA work completed to date

- We note that the identified sustainability issues include a single reference to Bristol Airport under the theme 'Pollution'. We consider that the sustainability issues should also recognise and include specific reference to Bristol Airport as a key infrastructure asset and strategic employment site and the potential role of the new Local Plan in providing a positive policy framework for the future of the airport. This could be captured under the theme 'Economic prosperity'. The sustainability issues should also recognise the role of Bristol Airport in delivering social (including regeneration) benefits (under the theme 'Inequality') and the need for the Local Plan to promote investment in transport infrastructure including surface access to Bristol Airport, linked to the JLTP.

## Comment

- 4. Do you agree with the proposed Sustainability Appraisal Framework?
- BAL notes the proposed SA Framework contained in Table 13 of the Scoping Report. We have the following comments on the SA objectives and associated criteria:
  - SA Objectives 1.1 to 1.3 and the associated scoring criteria focus predominantly on physical accessibility to jobs and we welcome the identification of Bristol Airport as an area of high employment demand (Appendix 2) in this regard. We consider that the SA Framework would benefit from the inclusion of additional criteria related to: the scale of jobs creation/employment land provision; the promotion of inward investment/increasing competitiveness; and tourism.
  - SA Objective 1.5 seeks to promote development that is unlikely to create excessive infrastructure requirements. We consider that there should be an additional objective that supports investment in strategic infrastructure.
  - SA Objective 3.3 seeks to reduce the need to travel by car with criteria focusing on accessibility. We consider that there should be a further SA objective related to investment in transport infrastructure and increasing connectivity.

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- **Officer response:** Noted. Bristol Airport's economic and employment role is featured under the theme 'Economic Prosperity'. No regeneration benefits are however identified in this instance.

### Comment

- 5. Is the proposed methodology for the next stages of the Sustainability Appraisal correct?
- BAL does not have any comments on the methodology for the next stage of the SA at this stage.
  - **Officer response:** The addition of another objective is not supported as it will be just for the benefit of the airport.

## Mendip Hills AONB Unit

### Comment

- 1. Have all relevant plans and programmes been referenced?
- The Mendip Hills AONB Partnership produce the AONB Management Plan every five years. The Mendip Hills AONB Management Plan 2019-2024 was adopted by the joint local authorities in Spring 2019.
- Mendip Hills AONB Unit consider that providing a link to the Management Plan 2019-2024 would be beneficial to cross referencing
- <https://www.mendiphillsaonb.org.uk/caring-about-the-aonb/management-plan/>
- Suggested amended text to be - '...The significance of the landscape of the Mendip Hills is acknowledged by their designation as an Area of Outstanding Natural Beauty (AONB) (Map3) for which a Management Plan is produced each five years, the current plan being The Mendip Hills AONB Management Plan 2019-2024



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[https://www.mendiphillsaonb.org.uk/caring-about-the-aonb/management-plan/ .](https://www.mendiphillsaonb.org.uk/caring-about-the-aonb/management-plan/)

- **Officer response:** Noted in the review of plans, policies and programmes.

### Comment

- 2. Is any significant environmental, social or economic data missing or misrepresented? Page 38 Green Infrastructure
- The Mendip Hills support opportunities to encourage healthy lifestyles – Green Infrastructure opportunities link into the wider strategic GI movement networks within the AONB would be supported, however impact on inherent sensitivities, special qualities and character of the landscapes will need to be carefully considered and addressed.
  - **Officer response:** Noted.

### Comment

- 3. Are there any additional sustainability issues within North Somerset that need to be considered in the development of the New Local Plan document?
- Mendip Hills AONB Unit wish to highlight considerations regarding forthcoming SHLAA for strategic allocations and transport schemes, highlighting that any considerations must have regards to the purpose of conserving and enhancing natural beauty when discharging any function in relation to, or affecting land within an Area of Outstanding Natural Beauty. Potential development proposals outside of the boundaries of the AONB that may have an impact within the designated area are also covered by the 'duty of regard'.
- The wider implications of any transport schemes must be considered, with the cumulative impact on the wider road network. One of the issues impacting the Mendip Hills AONB is that routes across the AONB are

## Appendix A Consultation comments received in relation to SA work completed to date

frequently used as short cuts by through traffic, affecting both tranquillity and the environment of the nationally protected landscape.

- A further consideration will be the impact of lighting on the protected landscape.
  - Such considerations will be taken into account when assessing strategic sites.

## Church Commissioners for England

### Comment

- Key Sustainability issues and the North Somerset Local Plan
- In the Sustainability Appraisal Scoping Report (SASR), Table 11: Current and future Sustainability Issues in North Somerset and the role of the North Somerset Local Plan, 'meeting housing need' is identified as a key issue and the challenge is identified as providing significant housing growth required over the plan period. As set out in the table, planning policy will be used to require an appropriate level of affordable housing and spatial policies will be used to direct development to the most appropriate location.
  - **Officer response:** Site-specific assessments will not be considered at this stage of the Sustainable Appraisal.
- The Site is located within a sustainable location which abuts the settlement boundary within the village of Bleadon. It is protected by heavy screening to the south of the Site and residential units to the north, east and west. The majority of Bleadon's local amenities are located within Bleadon's central and eastern extent, and as such, it is the most sustainable plot in the Village for new residential development. Any future residential development of the Site can be positioned to reflect the layout of the surrounding existing dwellings to ensure that the overall layout and design responds positively to local context and character of the area. Therefore, it

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is considered that the Site can contribute to meeting local community's needs for housing, including affordable housing, as set out in the SASR.

- It also noted within Table 11 that 'biodiversity and landscape character area protection' is a key issue and it states that the New Local Plan should ensure that biodiversity and landscape assets are protected and enhanced in new development. The previous development proposals at the Site demonstrate the Church Commissioners commitment to delivering the required ecological mitigation measures to off-set any adverse impacts of development. As noted above, this was also welcomed by the Council in its pre-application response. Therefore, the Church Commissioners consider that development at the Site can contribute to achieving the SASR objective of protecting and enhancing biodiversity, landscape and character.

- **Officer response:** Noted.

## Bloor Homes SW Ltd. (Land at Banwell)

### Comment

- As this is only a Scoping Report at this stage, we primarily reserve our full comment until the Issues and Options Consultation in Summer 2020 when we envisage that a more complete Sustainability Appraisal will be available for comment.
- Notwithstanding this, we would request that in preparing the Sustainability Appraisal, the Council revisit the Sustainability Appraisal Framework provided at Table 13 and ensure that this would provide a robust appraisal. For example, with regards to SA Objective 1.5 ('Development which is unlikely to create excessive infrastructure requirements') it is noted that areas where funding for major infrastructure projects is secured will have a positive effect. However, this positive effect is not carried across within the wording for the scoring criteria. Areas that therefore benefit from such infrastructure funding already in place (such as at Banwell) would not benefit within the scoring criteria.

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- **Officer response:** Whilst the wording of Objective 1.5 is retained, there have been changes to the scoring criteria in order to clarify which type of development should be avoided. That is, development in Low Value Land areas (CIL Zone A) requiring essential major infrastructure or where funding for necessary major infrastructure is uncertain/ areas of low viability unable to secure affordable housing or CIL requirements will score poorly
- We anticipate that the revised Sustainability Appraisal that will be available within the Issues and Options Consultation will be more robust and we will comment in detail at this point on the intricacies of the evidence base.
- **Officer response:** Further consultation will take place along with the Options Document.

## L&Q Estates

### Comments

- A review of the supporting Sustainability Appraisal (SA) Scoping Report has been undertaken (Appendix B). Whilst comments on the Scoping Report are formally invited only from three statutory environmental bodies: Environment Agency; Historic England; and Natural England, this review has been undertaken as part of the evidence base to promote Land at Pill Green. The review report also includes a preliminary appraisal of the Land at Pill Green against the sustainability objectives of the framework proposed in the Scoping Report.
- **Officer response:** noted.
- SA of a Local Plan must comply with the Environmental Assessment of Plans and Programmes Regulations 2004 (the “SEA Regulations”) and Section 19 of the Planning and Compulsory Purchase Act, which sets out requirements for SA. SA is a complex and legalistic process and should be undertaken iteratively, alongside the preparation of the Plan. A Local Plan must be prepared in accordance with Section 39 of the Act “with the objective of contributing to the achievement of sustainable development”.

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It should therefore be informed by the SA process, which itself must comply with the SEA Regulations.

- **Officer response:** Site-specific assessments will be considered following the Call for Sites consultation at later stages in the plan preparation and the sustainability appraisal process.
- Scoping is the first stage of SA. It sets the framework for the process to follow so it is important that it is robust for a plan to be found sound at Examination. It is much more difficult and less credible to try to retrofit or remedy deficiencies in the SA process retrospectively. Therefore, the review focuses on the adequacy of the approach and content of the SA Scoping Report, with particular focus on the set of objectives proposed to form the SA Framework for the main appraisal of the Local Plan, to be undertaken at a later stage.
- The SA Scoping Report is considered to comply with the requirements of the SEA Regulations and Section 19 of the Planning & Compulsory Purchase Act. Suggestions have been made, that if actioned and addressed in the next stage of the SA process, would be considered to improve its relevance and ensure a flexible and forward-looking approach to policy and potential site allocations, in a regulatory and policy environment that is changing rapidly.
- The Land at Pill Green scores very strongly against the proposed framework of sustainability objectives and is therefore considered to be a highly sustainable location for much-needed housing, that can be delivered quickly within the plan period and, importantly, reduce the need to travel by car due to its proximity to Bristol, nearby facilities and the ability to make use of the existing strong network of sustainable transport modes.

## Bloor Homes SW Ltd (Land at Churchill)

### Comment

- As this is only a Scoping Report at this stage, we primarily reserve our full comment until the Issues and Options Consultation in Summer 2020 when we envisage that a more complete Sustainability Appraisal will be available for comment.
- Notwithstanding this, we would request that in preparing the Sustainability Appraisal, the Council revisit the Sustainability Appraisal Framework provided at Table 13 and ensure that this would provide a robust appraisal. For example, with regards to SA Objective 1.5 ('Development which is unlikely to create excessive infrastructure requirements') it is noted that areas where funding for major infrastructure projects is secured will have a positive effect. However, this positive effect is not carried across within the wording for the scoring criteria. Areas that therefore benefit from such infrastructure funding already in place would not benefit within the scoring criteria.
- We anticipate that the revised Sustainability Appraisal that will be available within the Issues and Options Consultation will be more robust and we will comment in detail at this point on the intricacies of the evidence base.
  - **Officer response:** Comments provided in the section above.

## Bloor Homes SW Ltd and Aston & Co (Land at Portishead)

### Comment

- As this is only a Scoping Report at this stage, we primarily reserve our full comment until the issues and Options Consultation in Summer 2020 when

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we envisage that a more complete Sustainability Appraisal will be available for comment.

- **Officer response:** Comments provided above (under No.4)
- Notwithstanding this, we would request that in preparing the Sustainability Appraisal, the Council revisit the Sustainability Appraisal Framework provided at Table 13 and ensure that this would provide a robust appraisal. For example, with regards to SA Objective 1.5 ('Development which is unlikely to create excessive infrastructure requirements') it is noted that areas where funding for major infrastructure projects is secured will have a positive effect. However, this positive effect is not carried across within the wording for the scoring criteria. Areas that therefore benefit from such infrastructure funding already in place would not benefit within the scoring criteria.
  - **Officer response:** Whilst the wording of Objective 1.5 is retained, there have been changes to the scoring criteria in order to clarify which type of development should be avoided. That is, development in Low Value Land areas (CIL Zone A) requiring essential major infrastructure or where funding for necessary major infrastructure is uncertain/ areas of low viability unable to secure affordable housing or CIL requirements will score poorly
- We anticipate that the revised Sustainability Appraisal that will be available within the Issues and Options Consultation will be more robust and we will comment in detail at this point on the intricacies of the evidence base.
  - **Officer response:** Further consultation will take place along with the Options Document.

## Flax Bourton Parish Council

### Comment

- FBPC wishes to ensure that the Pre- Commencement Document and the Sustainability Appraisal Scoping Report encompass accurate, up to date

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and properly modelled Transport and Sustainability Assessments unlike those which the JSP process revealed as being flawed. We would, for example, be extremely concerned if NSC felt it could rely on previously commissioned transport evidence which transport experts at the JSP hearings heavily criticised.

- **Officer response:** A separate transport and sustainability assessment process will be undertaken at a number of stages in the preparation of a Local Plan.

## Congresbury Residents Action Group

### Comment

- We are confused by the status of this document. Paragraph xii on Page 6 states:
- "The Scoping Report is published for consultation in accordance with the SEA Directive and Regulations. Consultation on an interim scoping report took place alongside the consultation on a Local Plan Issues and Options document in 2018.
- This revised scoping report will accompany the new Local Plan Challenges and Choices document which is due to be consulted on in May 2020."
  - **Officer response:** Para xii. Of the Scoping Report was subsequently updated to reflect the change in NSC engagement strategy. The Scoping Report will accompany the 'Challenges' document which is due to be consulted on in July 2020.
- It is not clear if you are consulting on this document. We assume that this consultation will be undertaken as part of the consultation on the next iteration of the Local Plan. If this is not the case, then you need to issue the Sustainability Scoping Report separately for formal consultation.
  - **Officer response:** Formal consultation with the statutory organisations took place between 10 March 2020 – 22 April 2020. Further consultation will take place with the Challenges document.



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- As flagged by the quotation from the Sustainability Scoping Report above, the Scoping Report refers to the next stage of the evolution of the Local Plan as the Local Plan Challenges and Choices document. But the Pre-commencement Document details the next stage of consultation to be on "Issues and Options". The terminology needs to be consistent and match across all documents.
  - **Officer response:** noted.

## Hallam Land Management Ltd.

### Comment

- Regarding the Sustainability Appraisal ('SA'), the SA Scoping Report provides a good starting point from which to conduct a SA process. HLM do, however, have the following comments in relation to the five questions set out.
  - 1. Have all relevant plans and programmes been referenced?
    - Yes, this is made clear throughout the SA and in the schedule at Appendix 1. What is not clear, however, is how the new Local Plan will interact with the West of England Joint Local transport Plan 4, the West of England Strategic Economic Plan, including how (or if) it will utilise the West of England evidence base for documents that are not listed for renewal by NSC, such as the Wider Bristol Strategic Housing Market Assessment. We trust that this will be clearly communicated in the Issues and Options document.
      - **Officer response:** noted.

### Comment

- 2. Is any significant environmental, social or economic data missing or misrepresented?

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- It is noted and supported that Clevedon, Nailsea and Portishead are recognised in the baseline assessment as forming a standalone tier of settlements, second only in sustainability terms to Weston-super-Mare, and that this is carried forward into the scoring matrix for Objective 1.1, thus forming an appropriate starting point for the spatial strategy that aligns with the current settlement hierarchy.
- From an environmental perspective, it is important that land benefitting from flood defence is recognised in the baseline conditions. Development in such locations is inherently more sustainable in flood risk management terms than other land within the Flood Zone 3A area, subject of course to the capacity and condition of said flood defences. Indeed, the precedent for development in such areas has already been set at the Weston Villages, which predominantly lie within tidal Zone 3A though benefit from existing flood defence. We trust that this matter will be addressed by and assessed in the new Strategic Flood Risk Assessment and feed into the SA process.
  - **Officer response:** Defences can be breached or overtopped, so the consequences for development need to be assessed against a 'worst case' scenario. The existence of flood defences normally has no bearing upon the designation of the flood zones.

## Comment

- 3. Are there any additional sustainability issues within North Somerset that need to be considered in the development of the New Local Plan?
- HLM note, as is procedurally correct at this stage, that Green Belt is not within the proposed SA scope, which allows for a fair assessment of all prospective development sites in a policy off scenario. The Green Belt and any revisions to it will however have to be considered and justified as part of the refinement of the site selection process, with Green Belt sites released only if their particular sustainability credentials demonstrate exceptional circumstances.
  - **Officer response:** noted.

## Comment

- 4. Do you agree with the proposed Sustainability Appraisal framework?
- HLM would comment that the scoring matrix for Objective 3.4 (minimising impact on treasured landscapes) does not sufficiently prioritise the protection of the Mendip Hills AONB and their setting over and above local landscape character areas. This runs contrary to NPPF Paragraph 72 which affords AONBs the highest status of policy protection. It follows, therefore, that sites within and/or adjacent to the AONB should receive the lowest score for this objective, leaving the other areas of 'high landscape sensitivity' elsewhere in the District to receive the second lowest scores.
- As alluded to in our response to question 2 above, it is believed that development on land benefitting from flood defences should be scored less negatively than development elsewhere in Zones 3A and 3B. The scoring matrix to Objective 3.3 (minimising vulnerability to tidal and fluvial flooding) should be re-structured to reflect this.
- With the exception of the above, the SA framework and scoring matrices are considered to be generally robust. The view taken on greenfield development is pragmatic and reasonable, as is the admittance of the need to build in high value areas to better generate funds for supporting infrastructure. We support the approach set out in Appendix 2 that allows embedded mitigation in the form of schools, transport infrastructure and community facilities to be assumed as deliverable on sites above certain capacity thresholds. This allows a fair and realistic comparison between sites of all scales in terms of their accessibility to key services.
  - **Officer response:** Reference to sites of high landscape sensitivity is made in the scoring indicators for Objective 3.4. It does not exclude sites in the AONB or within its setting. The AONB is specifically referenced.

## Comment

- 5. Is the proposed methodology for the next stages of the SA correct?

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- The proposed methodology as currently presented is considered to generally align with National Planning Practice Guidance.
  - **Officer response:** Noted.

## Parish Councils Airport Association

### Comment

- Sustainability Appraisal Scoping Report 2020:
- The report acknowledges that the Bristol Airport planning application 18/P/5118/OUT was refused and that ‘planned expansion has the potential to impact a range of environmental (and socio-economic) receptors’. Thus, the Association believe that the Airport should remain constrained at 10 mppa and the permitted development rights of the Airport should be removed. Removing the permitted development rights of the Airport goes beyond the ‘Retain Existing Policy, Option 1’ in the consultation titled ‘Local Plan 2036, Issue and Options’. We request that this point is considered in the next stage of consultation.
  - **Officer response:** noted.

## Harrow Estates

### Comment

- Question 1 - Have all relevant plans and programmes been referenced?
- No comments

## Comment

- Question 2 - Is any significant environmental, social or economic data missing or misrepresented?
- Paragraph 2.3 outlines a range of issues to be addressed in the Local Plan, each falling into the categories Economic, Social and Environmental. We consider that issue 5 'Meeting communities' needs for well-designed/energy efficient housing, including affordable housing' should be expanded to include needs in respect of local services and facilities in existing communities. It is important that both existing and new communities have an appropriate balance of uses to enable it to be considered genuinely sustainable.
  - **Officer response:** noted.
- Furthermore, issue 12 'Reduce the need to travel by car' should also be expanded to include reference to the need for appropriate growth to support and sustain public transport opportunities. This is critical for North Somerset given that 24% of the working population travel to work in Bristol or elsewhere in South Gloucestershire with 74% of work journeys undertaken by car / van (paragraph 3.36). The percentage of people across the whole of North Somerset is only 5.5% against a UK average of 16.4% (paragraph 3.37).
- The strategic location of development on existing public transport routes is therefore a fundamental prerequisite of any robust strategy in North Somerset. It is noteworthy that the JSP representations made by Stagecoach Bus identified that the SDL's at Banwell and Churchill would be "entirely car dependent from the outset".
  - **Officer response:** Whilst the economic viability and the availability of public transport options are not within the remit of the local plan, this issue is addressed in p.44 under the key issue: Car-based travel.
- The idea of proximity to Bristol was explored further by Stagecoach at the JSP examination (Reference M4/58); "Set against these fundamental concerns and doubts, there seems little doubt that a range of potential strategic sites adjoining or close to the Bristol Urban Area, could technically deliver new homes in locations that would represent a much

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more deliverable and sustainable pattern of development than many of the SDLs already selected, and at the very least, could represent more robustly deliverable sources of housing supply over the plan period. Such locations could benefit from key sustainable transport infrastructure and services already in place, often on existing strong interurban bus corridors, or where it could be relatively much more cost-effectively provided; or both”.

- **Officer response:** Noted. The preferred locations for development will be considered in Stage B and C of the Sustainability Appraisal, whereby spatial strategy options will be reviewed and refined.

## Comment

- Question 3 - Are there any additional sustainability issues within North Somerset that need to be considered in the development of the New Local Plan document?
- Table 11 of the SA Scoping Report identifies ‘Inequality’ as being one of the sustainability issues and specifically the need for “better and more sustainable access to jobs, services, facilities and amenities for all”. Whilst this is certainly not disputed, it is important to acknowledge that the need for such accessibility is not limited to those areas with higher levels of deprivation. There are areas of the district with lower levels of deprivation with lower levels of accessibility to services, particularly for the elderly, the less mobile or people who do not drive a car.
- The absence of reference to Green Belt in table 11 is welcomed as the sustainability of sites and areas needs to be undertaken on a ‘policy off’ basis to ensure sites and locations are assessed objectively. In this regard, we consider the schedule of evidence base documents to be undertaken by the Council needs to be extended to include a landscape assessment as a separate document to the Green Belt assessment.
- **Officer response:** The key issue is to tackle existing social inequalities within the district due to the presence of areas ranking high based on the Index of Multiple Deprivation 2019. The focus on the most deprived

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areas aims at addressing existing spatial injustices in the provision and allocation of employment land and other key facilities.

### Comment

- Question 4 - Do you agree with the proposed Sustainability Appraisal Framework?
- We consider that the SA Framework Objectives matrix at table 12 needs to be amended at 2.1 'Boost delivery and meet the housing need identified within the plan period'. This is marked on the table as being a social issue but we believe that this should also be relevant to economic given the signify can't boost to the local economy in both construction and operational phases. Furthermore at 2.3 'Achieve reasonable access to a wide range of community, educational, town centre and healthcare facilities' should be included as an environmental issue because appropriate location of uses can reduce the need for journeys to be undertaken by private car.
  - **Officer response:** Noted and amended SA objectives to reflect these comments (2.3)

### Comment

- Question 5 - Is the proposed methodology for the next stages of the Sustainability Appraisal correct?
- Broadly, yes, we agree with the Council's outline of the next steps. However, there has been no reference within either the Pre-Commencement Document or the Sustainability Appraisal Scoping Report to a call for sites consultation. We consider that it is essential for this stage of the process to ascertain the sites that are available for development.
  - **Officer response:** A call for sites consultation will be launched in tandem with the 'Challenges' consultation.

## Lands Improvement – Chapter 9 and 10

### Comment

- The Council have also published a Sustainability Assessment Scoping Report alongside the PCD. The purpose of the document is to set out a framework to guide the assessment of spatial strategy options, sites and policies of the new Local Plan. This will assist with the understanding of the impacts of the potential options in environmental, social and economic terms. A preferred spatial option will then be identified within the Preferred Options Local Plan, prior to its submission to the Inspectorate.
- Paragraph xii provides a list of questions that the Council are specifically seeking responses to as part of the current consultation. We have no comment to make in respect of Questions 1, 2 and 5 but have provided the following response to Questions 3 and 4 below.
- Question 3 – Are there any additional sustainability issues within North Somerset that need to be considered in the development of the new Local Plan?
- Deliverability
- Whilst the sustainability issues listed provide a relatively comprehensive overview of the key issues affecting North Somerset, we consider that the issue of delivery/deliverability has been underplayed in the identification of important issues.
- As we have alluded to previously in the representations, the adopted Local Plan has failed to deliver the necessary homes, employment floorspace and supporting infrastructure for a number of years.
- This has been manifested in the Council's housing supply and delivery record of the plan period to date. On the matter of supply, the Council's stated position that it can demonstrate a 4.4 years supply of housing land is extraordinarily tenuous when other estimates indicate that it could be as low as 1.69 years when properly assessed against national guidance.<sup>1</sup> Indeed, it is important to note that the Council's position, regardless of the



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actual level of supply, has had to be underpinned in recent years by speculative development across the district, thus reinforcing the ineffectiveness of the adopted plan and its proposed site allocations.

- Furthermore, the housing delivery test results also make poor reading for the Council, showing that they have only delivered 78% of their housing requirement over the past 3 years. Again, this highlights the fact that the Council's current strategy has been woefully deficient in meeting its delivery needs over the current plan period.
- The knock-on impact of the failure to maintain an adequate supply of housing land and deliver the minimum housing requirement over a number of years has hindered the ability of the adopted plan to deliver its aspirations (e.g. reductions in out-commuting) and had adverse impacts on important social issues (e.g. housing affordability). The deliverability of a plan, allocation or policy is an important consideration given that there can be significant environmental, social and/or economic consequences if it cannot be implemented. This should, therefore, be a significant factor in their assessment as part of the sustainability appraisal and we do not consider that this has been explored sufficiently within the Scoping Report.
  - **Officer response:** Deliverability as well as the Green Belt will be considered as factors during the plan making process, when the options are being tested and refined and along with the SA in bringing forward the Local Plan. It is not an issue to be considered under the SA process.
- Green Belt
- We welcome the absence of any reference to the need to protect the Green Belt for the purposes of assessing the sustainability of spatial options. Whilst we agree that the Green Belt is an important national designation and that it should be protected in line with the provisions of the NPPF and PPG, it is not an environmental, ecological or landscape designation that is, necessarily, any less sustainable to build on than land outside of the Green Belt.
- In simple terms, Green Belt land is no more/less sustainable to develop than non-Green Belt land and this should be reflected in the SA, as it currently appears it will be.

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- Furthermore, it is important to consider the sustainability credentials of strategies that both do and do not involve the release of Green Belt land in order to demonstrate that exceptional circumstances exist to amend Green Belt boundaries. There are significant amounts of Green Belt land in highly sustainable locations. These locations include, to the south-west of Bristol, Portishead and other key service centres on important transit routes to/from these larger settlements – e.g. Easton-in-Gordano and Long Ashton. The sustainability appraisal will likely show that there are significant sustainability benefits to delivering development in these locations, relative to spatial options that do not. This, in turn, can support an argument to release land from the Green Belt to meet development needs in line with national policy/guidance.
- Officer response: Indeed, the purposes of the Green Belt are largely spatial, rather than environmental. However, some of them, i.e (a) to check the unrestricted sprawl of large built-up areas; (c) to assist in safeguarding the countryside from encroachment; (e) to assist in urban regeneration, by encouraging the recycling of derelict and other urban land serve the achievement of higher sustainability outcomes.
- The boundaries of the Green Belt can be altered only through a review of the local plan, and, even then, only in exceptional circumstances. NPPF 138 provides that, when considering Green Belt boundaries during the plan process, decision-makers will need to take into account sustainable patterns of development.

## Comment

- Question 4 - Do you agree with the proposed Sustainability Appraisal Framework?
- We are generally supportive of the Sustainability Appraisal Framework and, following on from our comments above, welcome the absence of any impacts on the Green Belt from the assessment of a site's sustainability credentials.
- However, following on from our comments regarding deliverability, we consider that this should be more prominent within any assessment.

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- We note that delivery is touched upon at SA Objectives 1.5 and 2.1 and we welcome this acknowledgement. However, for the reasons set out above, we consider that deliverability should be a stand-alone SA Objective within the framework.

## Barrat Homes (Bristol) Ltd.

### Comment

- The Council have also published a Sustainability Assessment Scoping Report alongside the PCD. The purpose of the document is to set out a framework to guide the assessment of spatial strategy options, sites and policies of the new Local Plan. This will assist with the understanding of the impacts of the potential options in environmental, social and economic terms. A preferred spatial option will then be identified within the Preferred Options Local Plan, prior to its submission to the Inspectorate.
- Paragraph xii provides a list of questions that the Council are specifically seeking responses to as part of the current consultation. We have no comment to make in respect of Questions 1, 2 and 5 but have provided the following response to Questions 3 and 4 below.

### Comment

- Question 3 – Are there any additional sustainability issues within North Somerset that need to be considered in the development of the new Local Plan?
- Deliverability
- Whilst the sustainability issues listed provide a relatively comprehensive overview of the key issues affecting North Somerset, we consider that the issue of delivery/deliverability has been underplayed in the identification of important issues.

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- As we have alluded to previously in the representations, the adopted Local Plan has failed to deliver the necessary homes, employment floorspace and supporting infrastructure for a number of years.
- This has been manifested in the Council's housing supply and delivery record of the plan period to date. On the matter of supply, the Council's stated position that it can demonstrate a 4.4 years supply of housing land is extraordinarily tenuous when other estimates indicate that it could be as low as 1.69 years when properly assessed against national guidance.<sup>1</sup> Indeed, it is important to note that the Council's position, regardless of the actual level of supply, has had to be underpinned in recent years by speculative development across the district, thus reinforcing the ineffectiveness of the adopted plan and its proposed site allocations.
- Furthermore, the housing delivery test results also make poor reading for the Council, showing that they have only delivered 78% of their housing requirement over the past 3 years. Again, this highlights the fact that the Council's current strategy has been woefully deficient in meeting its delivery needs over the current plan period.
- The knock-on impact of the failure to maintain an adequate supply of housing land and deliver the minimum housing requirement over a number of years has hindered the ability of the adopted plan to deliver its aspirations (e.g. reductions in out-commuting) and had adverse impacts on important social issues (e.g. housing affordability). The deliverability of a plan, allocation or policy is an important consideration given that there can be significant environmental, social and/or economic consequences if it cannot be implemented. This should, therefore, be a significant factor in their assessment as part of the sustainability appraisal and we do not consider that this has been explored sufficiently within the Scoping Report.
- Green Belt
- We welcome the absence of any reference to the need to protect the Green Belt for the purposes of assessing the sustainability of spatial options. Whilst we agree that the Green Belt is an important national designation and that it should be protected in line with the provisions of the NPPF and PPG, it is not an environmental, ecological or landscape

## Appendix A Consultation comments received in relation to SA work completed to date

designation that is, necessarily, any less sustainable to build on than land outside of the Green Belt.

- In simple terms, Green Belt land is no more/less sustainable to develop than non-Green Belt land and this should be reflected in the SA, as it currently appears it will be.
- Furthermore, it is important to consider the sustainability credentials of strategies that both do and do not involve the release of Green Belt land in order to demonstrate that exceptional circumstances exist to amend Green Belt boundaries. There are significant amounts of Green Belt land in highly sustainable locations. These locations include, to the south-west of Bristol, Portishead and other key service centres on important transit routes to/from these larger settlements – e.g. Easton-in-Gordano and Long Ashton. The sustainability appraisal will likely show that there are significant sustainability benefits to delivering development in these locations, relative to spatial options that do not. This, in turn, can support an argument to release land from the Green Belt to meet development needs in line with national policy/guidance.

## Comment

- Question 4 - Do you agree with the proposed Sustainability Appraisal Framework?
- We are generally supportive of the Sustainability Appraisal Framework and, following on from our comments above, welcome the absence of any impacts on the Green Belt from the assessment of a site's sustainability credentials.
- However, following on from our comments regarding deliverability, we consider that this should be more prominent within any assessment.
- We note that delivery is touched upon at SA Objectives 1.5 and 2.1 and we welcome this acknowledgement. However, for the reasons set out above, we consider that deliverability should be a stand-alone SA Objective within the framework.
  - **Officer response:** Response to comments provided in section above.

## Woodland Trust (SW)

- Regarding the 'Potential role of the- North Somerset Local Plan' for the 'Climate Emergency' (pg. 49), we would expect this to also include the role of natural climate solutions in not only capturing and storing carbon, but also helping build resilience to the impacts of climate change (i.e. role- of green infrastructure in reducing flood risk, urban heating, etc.) - and thus the interrelated goals of nature recovery and responding to the climate emergency. This area should also explicitly address both mitigation and adaptation to climate change.
- We welcome the acknowledgement on pg. 59 (Biodiversity, Geodiversity & Green Infrastructure) that development can both enhance and negatively impact on ecological corridors. It is crucial that a systems-based approach (which considers connectivity and scale) is taken to the application of Biodiversity Net Gain and natural capital.
  - **Officer response:** Having reviewed other SAs, it is considered that climate change adaptation is covered within objectives relating to flooding, water supply, biodiversity and green infrastructure provision. Have added some wording in objective 3.6 - Protect and where possible enhance Biodiversity, Geodiversity and allow its adaptation to climate change.
  - Guidance on climate change adaptation is provided in the Creating Sustainable Buildings and Places SPD this is due to be updated this year.
  - We are committed to fulfil the Duty to cooperate and the new GI strategy will flow from the WoE strategy. New WoE tree strategy is being developed. This will be high-level doc with appropriate areas identified – including space for more urban trees.

## European Property Ventures (Somerset) Ltd. (Claremont Planning)

### Comment

- The Pre-Commencement Document establishes that a framework for the Sustainability Appraisal will be agreed at the outset and used to assess and inform the plan-making process. It is essential that this assessment is undertaken in a transparent and robust manner, with all reasonable alternative spatial strategies given appropriate consideration. Claremont Planning has reviewed the Sustainability Appraisal Scoping Report published alongside the Pre-Commencement Document which identifies the approach the Council will take when progressing the emerging Local Plan. The Scoping Report establishes the major constraints that should be taken into consideration when identifying the proposed spatial strategies and appropriate alternatives. This includes but is not limited to Green Belt and AONB designations; RAMSAR sites, SPAs and SACs; and flood risk from both tidal and fluvial sources. Whilst the Scoping Report sets out at a high level issues such as the 'scale of the challenge' and 'potential role of the North Somerset Local Plan' in respect of constraints and other challenges, there is a lack of detail provided at this stage as to how the constraints will be overcome and an appropriate spatial strategy devised that reaches an appropriate balance between protecting the environment and respecting designations, whilst delivering sufficient housing to meet requirements. It is essential that the Sustainability Appraisal process that accompanies the preparation of the Local Plan accurately captures the decision-making with regards to the level of housing being proposed and the spatial strategy that is to be pursued, in order to demonstrate that this is the most appropriate strategy when compared to reasonable alternatives. This should include cross-boundary opportunities, which must be given the highest consideration at the earliest stage of plan-making.
- **Officer response:** This level of detail is deemed appropriate to the stage of the SA process we are at – Stage.

## Appendix A Consultation comments received in relation to SA work completed to date

- Noted. It is ensured that these will be taken into account in the second and third (stages B and C) stages, being the actual appraisal stages.

# The Newcombe Estates Company Limited

## Comment

- There is concern that the approach to the Green Belt through the Local Plan process will not consider, in sufficient detail, the opportunities for sustainable development to be provided at sites/locations which do not make an important contribution to the five purposes of the Green Belt as defined in national policy.
- In this context, Appendix 1 to the SA Scoping Report lists a range of plans, programmes and policies and reviews their relationship with the local plan. For example, in respect of National Planning Policy and Climate change, Appendix 1 states: “Local Policies will need to achieve these objectives”.
  - **Officer response:** The boundaries of the Green Belt can be altered only through a review of the local plan, and, even then, only in exceptional circumstances. NPPF 138 provides that, when considering Green Belt boundaries during the plan process, decision-makers will need to take into account sustainable patterns of development.
- This ‘relationship’ is therefore how the Local Plan intends to respond to existing plans and programmes etc. Such a review is an important part of the plan-making process, but we are concerned that on specific matters, the commentary set out at Appendix 1, suggests that the impact (response of Local Plan) in terms of the future Spatial Strategy is already pre-determined.
- In the context of the Green Belt, Appendix 1 (page 69-70) identifies the requirements and objectives of the NPPF and the ‘protection’ of the Green Belt. It correctly recognises that the Local Plan must conform to these objectives. In terms of the adopted Core Strategy, page 78 of Appendix 1 refers to the objective of continuing to support the ‘existing’ Green Belt and



**Appendix A** Consultation comments received in relation to SA work completed to date

states that the relationship of the Local Plan will be to: “Ensure that commitments identified in the Core Strategy are carried through.”

- **Officer response:** The future of the Green Belt has not been pre-determined as there is no reference in relation to the retention or release of parts of the existing Green Belt land. The protection of the Green Belt will continue being an objective for the Local Plan.

## Appendix B

# Review of Relevant Plans, Policies and Programmes

## International plans and programmes of most relevance for the Local Plan [See reference 20]

**B.1** United Nations Convention on Access to Information, Public Participation in Decision-Making and Access to Justice in Environmental Matters (the 'Aarhus Convention') (1998) – Establishes a number of rights of the public (individuals and their associations) with regard to the environment. The Parties to the Convention are required to make the necessary provisions so that public authorities (at national, regional or local level) will contribute to these rights to become effective.

**B.2** United Nations Declaration on Sustainable Development (Johannesburg Declaration) (2002) – Sets the broad framework for international sustainable development, including building a humane, equitable and caring global society aware of the need for human dignity for all, renewable energy and energy efficiency, sustainable consumption and production and resource efficiency.

**B.3** The Intergovernmental Panel on Climate Change, Special Report: Global Warming of 1.5°C (2018) – An IPCC Special Report on the impacts of global warming of 1.5°C above pre-industrial levels and related global greenhouse gas emission pathways, in the context of strengthening the global response to the threat of climate change, sustainable development, and efforts to eradicate poverty.

## **Appendix B** Review of Relevant Plans, Policies and Programmes

**B.4** United Nations Paris Climate Change Agreement (2015) – International agreement to keep global temperature rise this century well below 2 degrees Celsius above pre-industrial levels.

**B.5** International Convention on Wetlands (Ramsar Convention) (1976) – International agreement with the aim of conserving and managing the use of wetlands and their resources.

**B.6** European Convention on the Conservation of European Wildlife and Natural Habitats (Bern Convention) (1979) – Aims to ensure conservation and protection of wild plant and animal species and their natural habitats, to increase cooperation between contracting parties, and to regulate the exploitation of those species (including migratory species).

**B.7** International Convention on Biological Diversity (1992) – International commitment to biodiversity conservation through national strategies and action plans.

**B.8** United Nations Declaration on Forests (New York Declaration) (2014) – Sets out international commitment to cut natural forest loss by 2020 and end loss by 2030.

**B.9** United Nations (UNESCO) World Heritage Convention (1972) – Promotes co-operation among nations to protect heritage around the world that is of such outstanding universal value that its conservation is important for current and future generations.

**B.10** European Convention for the Protection of the Architectural Heritage of Europe (1985) – Defines ‘architectural heritage’ and requires that the signatories maintain an inventory of it and take statutory measures to ensure its protection. Conservation policies are also required to be integrated into planning systems and other spheres of government influence as per the text of the convention.

**B.11** European Landscape Convention (2002) – Promotes landscape protection, management and planning. The Convention is aimed at the protection, management and planning of all landscapes and raising awareness of the value of a living landscape.

**B.12** The Trans-European Networks (TEN) was created by the European Union by Articles 154-156 of the Treaty of Rome (1957), with the stated goals of the creation of an internal market and the reinforcement of economic and social cohesion. These include the Trans-European Transport Networks (TEN-T), which includes High Speed 1, and the Trans-European Telecommunications Networks (eTEN).

## National plans and programmes (beyond the NPPF) of most relevance for the Local Plan

### Climate change adaption and mitigation

**B.13** Defra, The National Adaptation Programme and the Third Strategy for Climate Adaptation Reporting: Making the country resilient to a changing climate (2018) – sets out the strategy for adapting both to the climate change that is already evident, and that which we might see in the future.

**B.14** Met Office, State of the UK Climate (2019) – the sixth in the annual series of reports that provide a summary of the UK weather and climate through the calendar year 2019, alongside the historical context for a number of essential climate variables. It provides an accessible, authoritative and up-to-date assessment of UK climate trends, variations and extremes based on the most up to date observational datasets of climate quality.

**B.15** Department for Transport, Decarbonising Transport: Setting the Challenge (2020) – sets out the strategic priorities for a new Transport Decarbonisation Plan (TDP), to be published later in 2020, will set out in detail what government, business and society will need to do to deliver the significant emissions reduction needed across all modes of transport, putting us on a pathway to achieving carbon budgets and net zero emissions across every single mode of transport by 2050. This document acknowledges that while there have been recently published strategies to reduce greenhouse gas emissions in individual transport modes, transport as a whole sector needs to go further and more quickly, therefore the TDP will take a coordinated, cross-modal approach to deliver the transport sector's contribution to both carbon budgets and net zero.

**B.16** Environment Agency, National Flood and Coastal Erosion Risk Management Strategy for England (2020) – sets out the national framework for managing the risk of flooding and coastal erosion. It provides a framework for guiding the operational activities and decision making of practitioners supporting the direction set by government policy.

**B.17** HM Government, The Energy Performance of Buildings Regulations (2021) – seek to improve the energy efficiency of buildings, reducing their carbon emissions and lessening the impact of climate change. The Regulations require the adoption of a standard methodology for calculating energy performance and minimum requirements for energy performance, reported through Energy Performance Certificates and Display Energy Certificates

**B.18** HM Government, The Waste (Circular Economy) Regulations (2020) – seek to prevent waste generation and to monitor and assess the implementation of measures included in waste prevention programmes. They set out requirements to justify not separating waste streams close to source for re-use, recycling or other recovery operations, prohibit incineration and landfilling of waste unless such treatment process represent the best environmental outcome in accordance with the waste hierarchy. The Regulations set out when waste management plans and in waste prevention programmes are required. The Regulations focus on the circular economy as a means for businesses to maximise the value of waste and waste treatment.

## **Appendix B** Review of Relevant Plans, Policies and Programmes

**B.19** Ministry of Housing, Communities and Local Government, National Planning Policy for Waste (NPPW) (2014) – sets out a number of key planning objectives. It requires that local planning authorities help deliver sustainable development through measures including driving waste management up the waste hierarchy; ensuring that waste management is considered alongside other spatial planning concerns; and providing a framework in which communities can take more responsibility for their own waste.

**B.20** Defra, Waste Management Plan for England (2013) – sets out the measures for England to work towards a zero waste economy.

**B.21** HM Government, The Clean Growth Strategy (2017) – sets out the approach of the government to secure growth of the national income while cutting greenhouse gas emissions. The key policies and proposals of the Strategy sit below a number of overarching principles: acceleration of clean growth including through recommendations for private and public investment to meet carbon budgets; providing support to improve business and industry energy efficiency; improving energy efficiency in the housing stock including through low carbon heating; accelerating the shift to low carbon transport; delivering clean, smart, flexible power; enhancing the benefits and value of our natural resources; leading in the public sector to meet emissions targets; and ensure Government leadership to drive clean growth.

## **Health and well-being**

**B.22** Public Health England, PHE Strategy 2020-25 – identifies PHE’s priorities upon which to focus over this five-year period to protect people and help people to live longer in good health.

**B.23** HM Government, Laying the foundations: a housing strategy for England (2011) – aims to provide support to the delivery of new homes and to improve social mobility.

## **Appendix B** Review of Relevant Plans, Policies and Programmes

**B.24** Ministry of Housing, Communities and Local Government, Planning Policy for Traveller Sites (2015) – to be read in conjunction with the NPPF, this policy document sets out the Government’s planning policy for Traveller sites to ensure fair and equal treatment for Travellers.

**B.25** Ministry of Housing, Communities and Local Government, National Design Guide (2021) – sets out the Government’s priorities for well-designed places in the form of ten characteristics: context, identity, built form, movement, nature, public spaces, uses, homes and buildings, resources and lifespan.

## **Environment (biodiversity/geodiversity, landscape and soils)**

**B.26** Defra, A Green Future: Our 25 Year Plan to Improve the Environment (2018) – sets out goals for improving the environment over the next 25 years. It details how the Government will work with communities and businesses to leave the environment in a better state than it is presently. The gov.uk website notes that the 25 Year Plan sits alongside two other important government strategies: the Industrial Strategy and Clean Growth Strategy (the former summarised in the Economic growth section below, the latter under Climate Change above).

**B.27** Defra, 25 Year Environment Plan: progress reports (2020) – sets out the progress made in improving the environment through the 25 Year Plan and the indicator framework, which contains 66 indicators arranged into 10 broad themes.

**B.28** Defra, Biodiversity 2020: A strategy for England’s wildlife and ecosystem services (2011) – Guides conservation efforts in England up to 2020 by requiring a national halt to biodiversity loss, supporting healthy ecosystems and establishing ecological networks.

## Appendix B Review of Relevant Plans, Policies and Programmes

**B.29** Defra, Biodiversity offsetting in England Green Paper (2013) – sets out a framework for biodiversity offsetting. Offsets are conservation activities designed to compensate for residual losses.

**B.30** Defra, The Natura Choice: securing the value of nature (2011) – sets out a vision for the natural environment of England over the next 50 years. The white paper includes a programme of action which aims to improve the quality of the natural environment, halt species and habitat decline, and strengthen the connection between people and nature.

**B.31** Defra, Landscapes Review (2019) – explores the fragmented and often marginalised system of managing National Parks and AONBs recommends actions to achieve structural reform. The review looks at:

- The existing statutory purposes for National Parks and AONBs and how effectively they are being met;
- The alignment of these purposes with the goals set out in the 25 Year Environment Plan;
- The case for extension or creation of new designated areas;
- How to improve individual and collective governance of National Parks and AONBs, and how that governance interacts with other national assets;
- The financing of National Parks and AONBs;
- How to enhance the environment and biodiversity in existing designations;
- How to build on the existing eight point plan for National Parks and connect more people with the natural environment from all sections of society and improve health and wellbeing;
- How well National Parks and AONBs support communities; and
- The process of designating National Parks and AONBs and extending boundary areas, with a view to improving and expediting the process.

**B.32** Defra, Safeguarding our Soils – A Strategy for England (2009) – sets out how England’s soils will be managed sustainably. It highlights those areas



which Defra will prioritise and focus attention in tackling degradation threats, including: better protection for agricultural soils; protecting and enhancing stores of soil carbon; building the resilience of soils to a changing climate; preventing soil pollution; effective soil protection during construction and; dealing with contaminated land.

**B.33** Natural England, Climate Change Adaptation Manual (2020) – a resource to support practical and pragmatic decision-making relating to climate change adaptation. The manual brings together recent science, experience and case studies to be used by managers of nature reserves and other protected sites, conservation and land management advisors, and environmental consultants.

**B.34** Natural England, National biodiversity climate change vulnerability model (2014) – a model that allows non-specialists to assess the vulnerability of areas of priority habitat to climate change based on widely accepted principles of climate change adaptation for biodiversity. It assists in the development of adaptation strategies for biodiversity.

## Historic environment

**B.35** The Heritage Alliance, Heritage 2020 – sets out the historic environment sector’s plan for its priorities between 2015 and 2020.

**B.36** Historic England, Corporate Plan 2018-2021 - contains the action plan which sets out how the aims of the corporate plan will be delivered. The plan includes priorities to demonstrate how Historic England will continue to work towards delivering the heritage sector’s priorities for the historic environment.

**B.37** Historic England, Sustainability Appraisal and Strategic Environmental Assessment: Historic England Advice Note 8 (2016) – sets out Historic England’s guidance and expectations for the consideration and appraisal of effects on the historic environment as part of the Sustainability Appraisal/Strategic Environmental Assessment processes.

## Water and air

**B.38** Environment Agency, Managing Water Abstraction (2016) – Is the overarching document for managing water resources in England and Wales and links together the abstraction licensing strategies.

**B.39** Defra, Water White Paper (2012) – sets out the Government’s vision for the water sector including proposals on protecting water resources and reforming the water supply industry. It outlines the measures that will be taken to tackle issues such as poorly performing ecosystems, and the combined impacts of climate change and population growth on stressed water resources.

**B.40** Defra, Clean Air Strategy (2019) – sets out the comprehensive action that is required from across all parts of government and society to meet goals relating to ensuring cleaner air. This is to be underpinned by new England-wide powers to control major sources of air pollution, in line with the risk they pose to public health and the environment, plus new local powers to take action in areas with an air pollution problem. The UK has set stringent targets to cut emissions by 2020 and 2030.

## Economic growth

**B.41** Build Back Better: Our Plan for Growth – sets out a plan to ‘build back better’ tackling long-term problems to deliver growth that delivers high-quality jobs across the UK while supporting the transition to net zero. This will build on three core pillars of growth: infrastructure, skills and innovation.

**B.42** HM Government, Industrial Strategy: building a Britain fit for the future (2017) – sets out a long-term policy framework for how Britain will be built to be fit for the future in terms of creating a successful, competitive and open economy. It is shaped around five ‘foundations of productivity’ – the essential attributes of every successful economy: Ideas (the world’s most innovative economy); People (good jobs and greater earning power for all); Infrastructure

## **Appendix B** Review of Relevant Plans, Policies and Programmes

(a major upgrade to the UK's infrastructure); Business Environment (the best place to start and grow a business); Places (prosperous communities across the UK).

**B.43** Infrastructure and Projects Authority, National Infrastructure Delivery Plan 2016-2021 – brings together the Government's plans for economic infrastructure over this five year period with those to support delivery of housing and social infrastructure.

**B.44** LEP Network, LEP Network Response to the Industrial Strategy Green Paper Consultation (2017) – seeks to ensure that all relevant local action and investment is used in a way that maximises the impact it has across the Government's strategy. Consultation responses set out how the 38 Local Enterprise Partnerships will work with Government using existing and additional resources to develop and implement a long-term Industrial Strategy.

## Transport

**B.45** Department for Transport, The Road to Zero (2018) – sets out new measures towards cleaner road transport, aiming to put the UK at the forefront of the design and manufacturing of zero emission vehicles. It explains how cleaner air, a better environment, zero emission vehicles and a strong, clean economy will be achieved. One of the main aims of the document is for all new cars and vans to be effectively zero emission by 2040.

**B.46** Department for Transport, The Strategic Road Network and the Delivery of Sustainable Development Circular 02/13 (2013) – sets out how Highways England engage with communities and the development industry to deliver sustainable development and economic growth, whilst safeguarding the primary function and purpose of the strategic road network.

**B.47** Defra, Rights of Way Circular 01/09 – sets out advice for local authorities on recording, managing and maintaining, protecting and changing public rights of way.

## Sub-national plans and programmes of most relevance for the Local Plan

**B.48** West of England Joint Local Transport Plan 2020 – 2036 – sets out actions needs to mitigate climate change and poor air quality arising from transport, supporting inclusive growth and improving accessibility.

**B.49** West of England Local Industrial Strategy (2019) – sets out the investment require for key infrastructure, including low carbon energy production, and supporting all residents to contribute to and benefit from economic success by providing business spaces and skills training.

**B.50** West of England Strategic Economic Plan 2015 – 2030 (2014) – sets out to create conditions for business to thrive in the West of England LEP by attracting investment and incentivising growth, as well as creating a resilient economy that operates with the environmental limits.

**B.51** Bristol Avon Catchment Partnership – Water Level Management Plans – identifies opportunity areas where catchment management interventions could help improve the water environment and enhance multiple ecosystem services.

**B.52** Bristol Airport Masterplan (2018) – Sets out the objectives for Bristol Airport, including expanding routes and frequency of services, establishment of a low emissions zone and plans to achieve carbon neutral airport status by 2030 and improve public transport options in the area.

**B.53** Somerset Minerals Plan (2015) – sets out broadly where minerals will be worked in Somerset until the year 2030, covering aggregates, building stone, peat and energy minerals.

**B.54** Somerset Waste Strategy (2013)- sets out the detailed environmental and other criteria against which applications for waste management facilities will be judged. Work on a revised waste plan has begun.

**B.55** Somerset's Future Transport Plan – sets out long term strategy for somerset's transport in the period 2011-2026 to ensure that development proposals are well located, reinforce self-containment of settlements, reduce the need for travel achieve suitable connection to appropriate transportation infrastructure and services and to maximise the use of sustainable forms of transport.

### Local

**B.56** North Somerset Core Strategy (2006 – 2006) – sets out to deliver sustainable housing development to meet housing needs, through the provision of a minimum of 20,985 new homes by 2026 that are supported by necessary improvements to physical and social infrastructure.

**B.57** North Somerset Sites and Policies Plan: Development Management and Site Allocations plan (2016 & 2017) – sets out to ensure development within site allocations responds to climate change, is of high quality design, is future proofed, improves accessibility, maintains economic prosperity and protects the environment.

**B.58** North Somerset Sustainable Community Strategy (2008 – 2026) - Provides a vision for the district: to be a distinctive place with vibrant, sustainable communities where everyone fulfils their potential.

**B.59** Affordable Housing SPD (2013) – sets out to advise applicants on how the council applies its affordable housing policies to help ensure delivery.

**B.60** North Somerset Biodiversity and Trees SPD (2005) – sets out to ensure that biodiversity is fully incorporated and best practice is observed in development proposals.

**B.61** Parking Standards SPD (2021) - defines and outlines the Council's approach to parking in new developments within North Somerset. The council

## **Appendix B** Review of Relevant Plans, Policies and Programmes

will be supportive of higher density developments that facilitate the use of active and public modes of transport and are less reliant on private vehicles.

**B.62** North Somerset and Mendip Bats Special Area of Conservation (SAC) guidance on development SPD (2018) – advice for developers, consultants, and planners involved in planning and assessing development proposals in the landscapes surrounding the North Somerset and Mendip Bats SAC.

**B.63** Landscape Character Assessment SPD (2018) – identifies areas of high and moderate landscape sensitivity and highlights areas in need of enhancement and conservations to inform decisions on future management of the landscape.

**B.64** North Somerset Local Flood Risk Management Strategy (2014) – sets out to manage risk of flooding to people and property due to surface water runoff, ordinary water courses and groundwater and identifies actions to reduce flood risk.

**B.65** North Somerset Climate Local Commitment (2013-18) - the council signed up to the Local Government Associations Climate Local Commitment in 2013 to demonstrate its commitment to action on Climate Change.

**B.66** North Somerset Climate Emergency Strategy and Action (2019) – sets out key principles to mitigate climate change including becoming a carbon neutral council, increased energy efficiency and renewable energy generation and reduce emissions from transport.

**B.67** North Somerset Conservation Area Appraisals: Great Weston (2018) Congresbury (2019) Churchill (2020) Barrow Burney (2018) – outlines the special characteristics of a conservation area, how these are managed and are used to maintain and improve their historical character.

**B.68** North Somerset 10-year strategy for heritage, arts and culture. (Under Preparation) – sets out to promote participation and quality placemaking, to

grow and retain talent, build capacity of local heritage, arts & cultural organisations and raise the profile of North Somerset.

**B.69** Great Weston Heritage Action Zone – sets out to unlock the economic potential on historic sites in Weston and bring the town centre’s historic buildings back into use as high quality homes.

## Surrounding development plans

**B.70** The Local Plans for the local authority areas surrounding North Somerset and the strategic plans at county level which could potentially contribute to in-combination effects with the North Somerset Local Plan 2038 are as follows:

**B.71** City of Bristol – the Core strategy (2011) sets out plans for development within the city for a 15 to 20 year period, providing for around 60,000m<sup>2</sup> of additional employment space, 10 hectares of new industrial and warehousing land and provision of 8,000 homes in South Bristol; 150,000m<sup>2</sup> of net additional high quality office floorspace and 7,400 new homes in Bristol City Centre; 5,000 new homes within Northern Arc and Inner East Bristol; 6,000 homes in the remaining areas of Bristol and 4,200 on small unidentified sites. The Site Allocations and Development Management Policies Document (2014) sets out development management policies for the determination of planning applications in the City and allocates land for development for particular uses, for example, homes, business and mixed-uses. The Bristol Central Area Plan (2015) also comprises part of the development plan for the City and includes specific policies for development within the central area of Bristol. A review of the current local plan is underway and consultation on Issues and Options for development will take place in Spring 2022.

**B.72** Bath and North East Somerset Core Strategy (2014) – the Core Strategy puts in place a strategic planning framework to guide change and development in the District over the next 20 years. Provision for a total of 12,960 new homes and 10,350 new jobs during the plan period. A new Local Plan is being produced and formal public consultation was undertaken up to October 2021 on

## **Appendix B** Review of Relevant Plans, Policies and Programmes

the Preferred Options Local Plan Partial Update and associated Supplementary Planning Documents.

**B.73** The preparation of new development plans for Bristol and Bath and North East Somerset is being undertaken in the knowledge that a Spatial Development Strategy (SDS) is being drafted for the West of England Region. The document is an early stage of preparation and will set out broad locations for growth to meet the need for homes and jobs across the area over the next 20 years.

**B.74** Mendip Local Plan Part I: 2006-2029 and Mendip Local Plan Part II – the Local Plan Part 1 sets out strategic and local planning policies for Mendip District to 2029, which includes the delivery of 9,635 new homes and 9,400 new jobs. The Mendip District local Plan Part II allocates specific sites, including identification and allocation of additional sites for housing to meet the requirements set out in Part I. The plan has been prepared to help ensure there are sufficient sites to enable a rolling five-year supply of housing land and review and allocation of additional employment land to support economic development. Formal commencement of a Local Plan review took place in September 2020.

**B.75** Sedgemoor Local Plan (2011-2032) – the plan sets out a strategy for delivering growth in the period up until 2032. This includes provision of 13,530 new homes at settlements within the District and 60ha of employment land during the plan period.



## Appendix C

### Baseline Information

**C.1** Sustainability appraisal requires the collection and review of baseline information to provide the basis for predicting and monitoring effects and to aid the identification of sustainability issues and possible methods of dealing with them. Baseline information has been updated during each stage of the SA process to ensure that they reflect the current situation in North Somerset and continue to provide an accurate basis for assessing the likely effects of the Local Plan.

**C.2** The data used to describe North Somerset's economic, social and environmental state has largely been drawn from the Authority Monitoring Report (AMR) [See reference 21] and represents a wide range of indicators and data sources.

### An introduction to North Somerset

**C.3** North Somerset covers an area of around 39,080 hectares (151 square miles) and has a population of 213,919 people. The District contains an international airport, a deep-sea west coast port, part of the Mendip Hills Area of Outstanding Natural Beauty, a large area of Green Belt stretching south-west from the edge of Bristol, as well as areas of low-lying levels and moors. The main settlements include the strategically significant town of Weston-super-Mare and the three smaller towns of Clevedon, Nailsea and Portishead. The M5 runs from north to south through the District and the mainline railway from Bristol to the South West also crosses North Somerset, where there are five stations.

**C.4** North Somerset is an area that has undergone rapid expansion over recent decades, arising principally from its strategic road and rail communications and location adjoining the City of Bristol. It is a generally prosperous area, with low

unemployment, good scores on health indicators and lower than average crime rates. However, there is concentrated deprivation in parts of Weston-super-Mare. The Authority has one of the greatest ranges of measured inequalities. It contains significantly important environmental assets. Growth has brought increasingly acute transportation pressures, with high rates of car ownership and usage, and of road traffic growth, as well as pressure on community and social infrastructure and increased house prices. Further growth is difficult to accommodate given the area's infrastructure capacity which has not kept pace with past growth, its relative lack of previously developed (brownfield) sites and the environmental designations that apply to much of the rural area.

## Economic Baseline

### Prosperity

**C.5** North Somerset is part of the West of England growth area. In 2012 an Enterprise Area was identified at Junction 21 in Weston-super-Mare. This is part of a select group of five strategically important employment locations across the West of England that complement the Temple Quarter Enterprise Zone in Bristol. Each Enterprise Area will have defined incentives for business. These will be aimed at maintaining the importance of North Somerset for new business investment and growth. The North Somerset Enterprise Area (known as Junction 21) will focus on the development of food and drink innovation. The Area will include a Food Enterprise Zone, which will include a food and drink innovation centre and business units to promote start-ups in the sector.

**C.6** The adopted Core Strategy focuses on supporting a successful economy and seeks to provide an additional 10,100 jobs by 2026, by allocating around 114 hectares of land for employment-related 'B' class uses. This will help address the issue of out-commuting and will increase self-containment, particularly in Weston-super-Mare.

**C.7** The Employment Land and Spatial Needs Assessment (ELSNA) (2021) for the West of England area will support the preparation of the Spatial Development Strategy for the West of England Combined Authority area, which includes the neighbouring authorities of Bristol, South Gloucestershire and Bath & North East Somerset. North Somerset is not included as part of this study but given the proximity of the employment areas in consideration, the recommendations from the study have implications for commuters from North Somerset to the surrounding area. In particular, the study highlights that there is a need for improved public transport provision in the area to improve access to key labour markets. Additionally, the study also highlights increased demand for smaller employment sites close to residential areas in future due to changing work patterns arising from the Covid-19 pandemic. There is a reported expected increase in demand for logistics and distribution space in North Somerset across Weston, Portishead, Clevedon and Nailsea

**C.8** The most significant concentrations of existing businesses have been highlighted in the study. These are found at Bristol and Bath, and within North Somerset at the major towns such as Weston-super-Mare, Clevedon and Portishead [\[See reference 22\]](#).

## Employment Land

**C.9** The average employment rate in North Somerset is 80.6%. The North Somerset Employment Land and Sites Review (2018) highlights a strong traditional employment base and a wide range of employment sites located across the district, with the majority in Weston-super-Mare but also in Clevedon, Portishead, Yatton and smaller rural sites. The total supply of existing and potential supply of land which may be suitable for employment development within North Somerset is shown in Table C.1 below:

**Table C.1: Total Supply by Use Class for North Somerset (in ha)**

Office	Industrial & R&D	Storage & Distribution	Retail	Total (includes Other)
13.76	25.87	8.14	3.59	60.01

**C.10** Overall, North Somerset has a low demand for employment land up to 2040. However, demand is expected to increase for logistics and distribution space in North Somerset across Weston-super-Mare, Portishead, Clevedon and Nailsea particularly at the M5 corridor. [\[See reference 23\]](#)

## Labour Market

**C.11** There were an estimated 102,000 jobs in North Somerset in 2019 [\[See reference 24\]](#). The proportion of employees in different types of occupation is set out below in Table C.2.

**Table C.2: Employment by occupation (Jul 2020-Jun 2021)**

Empty cell	North Somerset (%)	Great Britain (%)
1: Managers, directors and senior officials	14	10.9
2: Professional occupations	22.9	23.3
3: Associate prof & tech occupations	16.9	15.6
4: Administrative and secretarial occupations	9.4	10.2

## Appendix C Baseline Information

Empty cell	North Somerset (%)	Great Britain (%)
5: Skilled trades occupations	10.3	9
6: Caring, leisure and other service occupations	8.4	9
7: Sales and customer service occupations	6.2	7.1
8: Process, plant and machine operatives	5	5.6
9: Elementary occupations	9	9.1

**C.12** Table C.3 provides employment and unemployment rates in North Somerset. The local employment rate (83.2%) remains considerably above the national rate (74.4%). The local unemployment rate (3.4%) remains below the national figure (5.0%).

**Table C.3: Employment and unemployment rates** [See reference 25]

For October 2018 – September 2019	North Somerset	South West	Great Britain
Employment rate – aged 16-64 %	83.2	76.8	74.4
Unemployment rate – aged 16-64 %	3.4	3.8	5

**C.13** Within North Somerset, 86.3% residents are economically active. This is higher than both the South West (81%) and Great Britain (78.7%).

**C.14** Within North Somerset, 64% of the economically active population aged 16-64 work full time and 36% work part time. In Great Britain, 67.8% work full time and 32.2% work part time.

## Income

**C.15** In 2020 the average gross weekly pay for full time employees working in North Somerset was £617.40, an increase on the previous year of £28.80 [See reference 26]. Currently average earnings for employees across England and Wales are higher, at £30,500 per annum.

**C.16** The average full-time gross pay for the residents of North Somerset in 2019 was £30,751, an increase of £505 since last year. This is above the average figure for the South West (£558.40) and Great Britain (£587.10) [See reference 27].

## Enterprises Births and Deaths

**C.17** Table C.4 below sets out enterprise births and deaths within North Somerset. It is visible that there was a net increase in enterprises in 2019.

**Table C.4: Enterprises births and deaths in 2019**

Region	Enterprise Births	Enterprise Deaths	Active Enterprises
England and Wales	354,090	308,845	2,692,005
South West	25,350	22,050	232,445
North Somerset	1,000	925	9,260

## Town Centres and Retailing

**C.18** The traditional town centres are Clevedon, Nailsea, Portishead and Weston-super-Mare (which is classed in the Core Strategy as a subregional centre). Retail monitoring is reported for the whole of each town centre and reported for just the units in the Primary Retail Frontage (PRF) (Table C.5).

**Table C.5: Retail vacancy rates in town centres (2018)** [See reference 28]

Empty cell	Weston-super-Mare	Portishead	Clevedon	Nailsea
Total units	622	136	153	170
Vacant units	90	7	14	26
% of vacant units	14%	5%	9%	15%
Total PRF units	156	76	63	46
Vacant PRF units	18	5	6	8
% of vacant PRF units	12%	7%	10%	17%
% of total units in A1 use	42%	53%	45%	49%
% of total PRF units in A1 use	63%	59%	65%	74%

**C.19** In defined retail areas, policy indicators and targets state that the proportion of primary retail frontage (PRF) units in a non-retail use should not exceed 20% and vacant units should not exceed 10%. Of all the towns, only

Nailsea currently does not exceed the target for PRF in nonretail use. This can be attributed to the continuing economic downturn; it is considered positive to retain active frontages, rather than vacant PRF units.

## District and Local Centres

**C.20** North Somerset has four district centres, 18 local centres and various out-of-town centre retail areas. There are also significant retail facilities at the fringe of North Somerset at Cribbs Causeway and at Bristol City Centre and Taunton. The vacancy rates at the following district and local centres are as follows (Table C.6).

**Table C.6: Retail vacancy rates in district and local centres (2018)**

Settlement	Vacancy (%)	Settlement	Vacancy (%)
Backwell	2%	Pill	13%
Banwell	14%	Queensway (Weston-super-Mare)	7%
Clevedon Hill Road	9%	Winscombe	2%
Congresbury	5%	Worle High Street	2%
Locking Castle (W-s-M)	0%	Wrington	11%
Long Ashton	14%	Yatton	4%

**C.21** A1 (retail) uses in the local and district centres can be significantly lower than in the primary retail areas of the four towns (Clevedon, Nailsea, Portishead and Weston), for example Banwell has an A1 use of 21%. This may be



explained by the smaller size of the centres and the fact that they must serve a community as well as a retail function.

**C.22** The Weston-super-Mare Placemaking Strategy (2021) includes a range of objectives including wellbeing, tourism, recreation and physical activity, education, sustainability, employment, carbon neutrality and living conditions [See reference 29]. It highlights the impacts of COVID-19 on the town centre and visitor economy while seeking to set out a vision for the area to existing and future residents, employers, investors and visitors.

## Other Retailing

**C.23** There are retail parks at Weston-super-Mare and smaller groups of large retail units or freestanding superstores at Clevedon and Portishead.

## Social Baseline

### Population

**C.24** The population of North Somerset is 215,574 as of mid-2020 (48.7% male, 51.3% female) [See reference 30]. This is an increase of 10,789 since the 2011 Census. Table C.7 below sets out population growth in North Somerset from 1991 to 2011 compared to England and Wales.

**Table C.7: Population growth 1991-2011**

Empty Cell	North Somerset	England and Wales
1991	177,472	49.9 million

## Appendix C Baseline Information

Empty Cell	North Somerset	England and Wales
2001	188,564 (6.2% increase on 1991)	52 million (4.2% increase on 1991)
2011	202,566 (7.4% increase on 2001)	56.1 million (7.9% increase on 2001)

**C.25** Table C.8 sets out the proportion of the population in each age group in North Somerset. The elderly are a larger proportion (24.1%) of the population than regionally and nationally (23.8% compared to 22.4% for south west and 18.6% for England and Wales) and the working age population is correspondingly smaller. This also reflected in the higher median age.

**Table C.8: Population comparisons by age group (2020)** [See reference 31]

Age	North Somerset Number	North Somerset %	South West Number	South West %	England and Wales Number	England and Wales %
Total	215,574	100.0	5,659,143	100.0	59,719,724	100.0
Aged 0 - 15	39,130	18.2	994,234	17.5	10,742,440	18
Aged 16 - 64	124,441	57.8	3,394,608	60	37,844,675	63
Aged 65 and over	52,003	24.0	1,270,301	22.5	11,132,609	19
Median age (mid-2019 population estimates)	46	46	42	42	39	39

## Deprivation

**C.26** North Somerset is ranked 221 out of 317 local authorities for overall deprivation, one being the most deprived and 317 being the least deprived. In all 10% of the population in the District live in the 20% most deprived areas of England. At neighbourhood level, North Somerset contains 135 Lower Super Output Areas (LSOAs), eight of which are within the most deprived 10% of areas nationally and 25 of which are within the least deprived 10% of areas nationally. All eight areas within the most deprived 10% are within Weston-super-Mare. The lowest ranking area in the District (North Somerset 021C in Weston-super-Mare South) falls within the most deprived 1% of areas nationally, and the four highest ranking areas including North Somerset 009D within Nailsea Youngwood, North Somerset 005D in Clevedon Walton, North Somerset 003E in Portishead East, and North Somerset 011C in Backwell, are within the least deprived 1%, highlighting the range of inequality within the District [\[See reference 32\]](#).

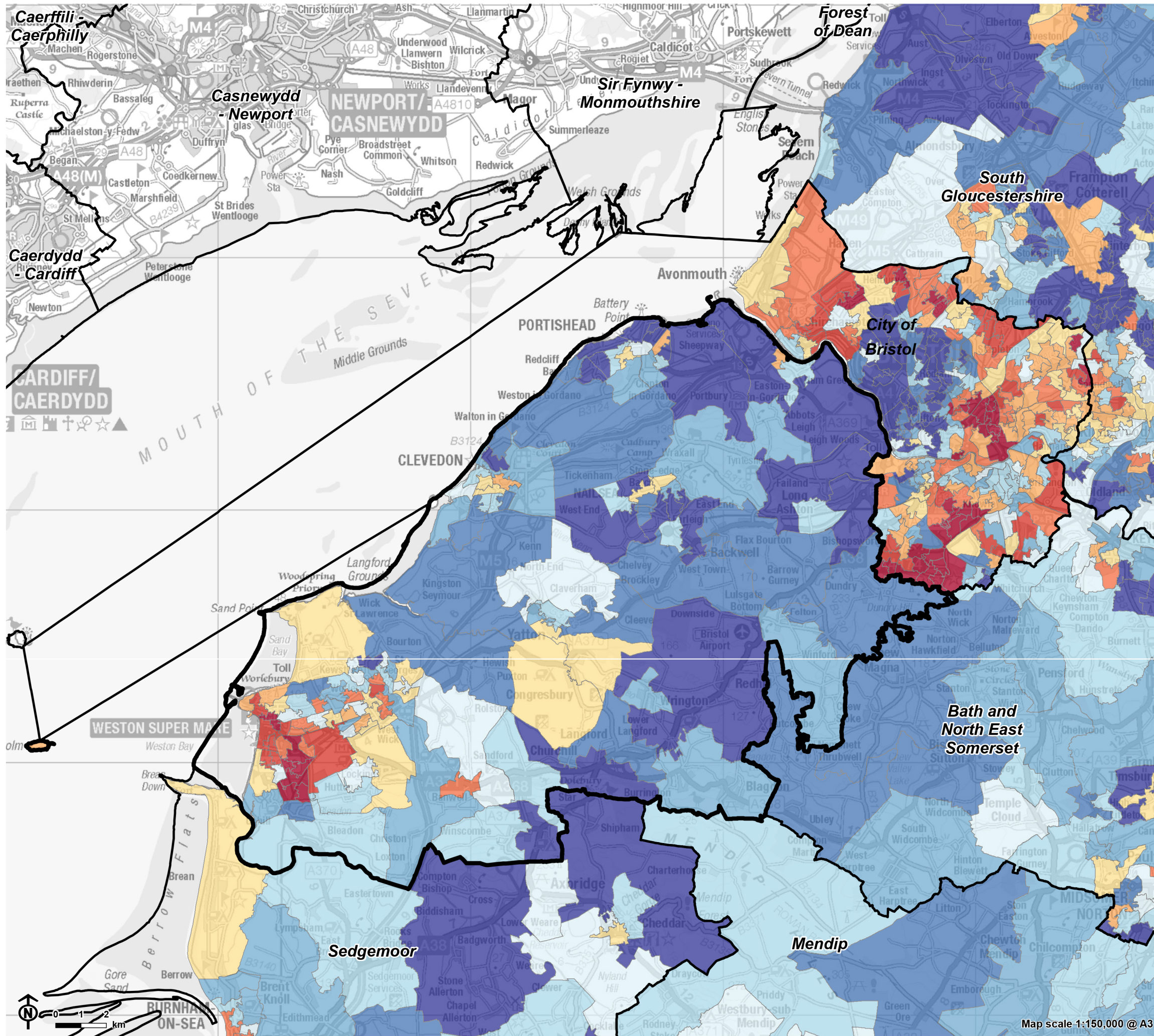
**C.27** In terms of income deprivation, North Somerset includes eight neighbourhoods that are amongst the 10% of most income deprived neighbourhoods in the country, and an additional eight neighbourhoods which fall into the 20% of the most deprived neighbourhoods. These areas are concentrated in the south western part of the North Somerset towards Weston-super-Mare. This part of the District also displays higher levels of deprivation in terms of the deprivation domains ‘employment’, ‘education, skills and training’, ‘health and disability’, ‘crime’ living environment’, ‘income deprivation affecting children’ and ‘income deprivation affecting older people’.

**C.28** Higher levels of deprivation relating to the domain ‘barriers to housing and services’ are located towards the western parts of the District away from Weston-super-Mare, as well as some smaller pockets to the north and east of the District. Parts of the wards of Gordano Portishead West, Yatton, Pill, and Winford are within the 10% most deprived in the country in relation to this domain highlighting areas where there are likely to be pressures in terms of access to housing. Figure C.1 below displays the findings of the 2019 Index of Multiple Deprivation across the District.





Figure C.1: Index of Multiple Deprivation



North Somerset boundary  
Neighbouring local authority

**Index of Multiple Deprivation Score**

- 1 (most deprived)
- 2
- 3
- 4
- 5
- 6
- 7
- 8
- 9
- 10 (least deprived)



Map scale 1:150,000 @ A3





## Housing

### Dwellings, Household Types and Tenure

**C.29** At the 2011 Census there were 88,227 occupied households in North Somerset. This means that on average there were 2.3 people living in each household. The distribution of residency and ownership status of homes in North Somerset compared to nationally is summarised below:

- 30.7% of households are single-person households; compared to a national figure is 30.2%.
- 8.8% of households are lone-parent households; nationally the figure is 10.6%.
- 50% of households are comprised of couples; nationally the figure is 45.3%.
- 36.8% of the population of North Somerset own their property outright and 36.1% own their property with a mortgage or a loan. This means that 72.9% of North Somerset residents are owner-occupiers compared to a figure of 63.5% nationally.
- 25.4% of the North Somerset population rent their properties **[See reference 33]**.

**C.30** Between 1st April 2020 and 31st March 2021, 977 dwellings were completed in North Somerset. Excluding 11 residential units lost to conversions, change of use or demolition, there was a net gain in residential stock of 966 units. This brings the total plan period housing delivery to 12,273 dwellings to date (April 2006 – March 2020), which leaves a residual 8,712 dwellings to be delivered over the remaining five years. 2,643 windfall completions on small sites between 2006 and 2021 have been delivered. The below table shows the residential net completions from 2006 to 2021:

**Table C.9: Residential Net Completions 2006-2021**

2006/2007	1132
2007/2008	1474
2008/2009	935
2009/2010	772
2010/2011	637
2011/2012	515
2012/2013	527
2013/2014	760
2014/2015	674
2015/2016	569
2016/2017	852
2017/2018	863
2018/2019	729
2019/2020	868
2020/2021	966

**C.31** During the 2019/20 monitoring year 74% of housing completions recorded took place on previously developed sites. Whilst a significant proportion of the current commitments are also on previously developed land and it is the Council's intentions to maximise the use of brownfield sites it is expected that this proportion will reduce during the plan period of the new Local Plan due to increasing pressure on greenfield sites and the declining amount of brownfield land available at sustainable locations. During the period 2019 to 2020, 75 new affordable housing units were delivered. This figure is lower than in previous years, partly due to delays caused by the COVID-19 pandemic [\[See reference 34\]](#).

**C.32** In terms of housing affordability, the house price to earnings ratio was 9.5 in 2020 for North Somerset, which was above the national average of 7.8 [See reference 35].

**C.33** In 2015, the council, working jointly with the other authorities in the West of England, prepared a Strategic Housing Market Assessment for the Bristol Housing Market Area for the period 2016-2036. Since then, the Government has introduced a standard methodology for calculating local housing need.

**C.34** A Local Housing Needs Assessment was prepared in 2021 for the West of England authorities alongside North Somerset, to understand and investigate the nature and makeup of current and future housing needs across the area. Over a 15 year period (between 2023 and 2038), projections show that North Somerset will see an overall growth of 12,000 households. 82% of the household growth is for households aged over 65 suggesting a requirement for homes that meet the needs an older generation. The overall need for affordable housing for this period is 4,923 and market housing is 15,551 in North Somerset. This equates to 20,475 for the total housing overall need. The total housing requirement required accounts for 13,295 dwellings to meet projected growth and 7,180 dwellings for extra inward migration. The greatest housing growth during this period in relation to 3 bedroom (8,802 dwellings, accounting for 43.0% of total housing requirement) and 4 bedroom (3,573 dwellings, counting for 17.5% of housing requirement) properties [See reference 36].

## Gypsy, Traveller and Travelling Showpeople Accommodation

**C.35** The Gypsy, Traveller and Travelling Showpeople Accommodation Assessment (GTAA) for North Somerset (2017) identified that there were 14 Gypsy or Traveller households identified in the District that meet the planning definition of a Gypsy or Traveller. Additionally, there were 18 unknown householders that were considered as part of the assessment that may meet the planning definition and 61 households that do not meet the planning definition. The assessment also identified one Travelling Showpeople

household in North Somerset that met the planning definition of a Travelling Showperson and four unknown households that may meet the definition.

**C.36** The GTAA identifies a need for 22 additional pitches for households that meet the planning definition; 11 additional pitches for unknown households, and 82 pitches for households that do not meet the planning definition. There is a need for two additional plots for households that meet the Traveling Showpeople planning definition and up to five additional plots for unknown households that may meet the definition [\[See reference 37\]](#).

## Health

**C.37** North Somerset Council has prepared a Joint Health and Wellbeing Strategy. The strategy notes that while many health and wellbeing outcomes in the District are good and compare favourably with national averages, the overall picture masks inequalities between groups. This highlighted by the fact that the life expectancy gap in North Somerset is the largest among local authorities in the South West for females, and the second highest for males. Cancer and cardiovascular disease are the leading causes of premature mortality and health burden in North Somerset and leading contributors to health inequality in life expectancy [\[See reference 38\]](#). The average female life expectancy in North Somerset is 84.1 years and the average male life expectancy is 80.3 years. This is just above the England's average life expectancy of 83.2 years and 79.7 years respectively [\[See reference 39\]](#).

**C.38** Life expectancy at birth varies across the District, with the lowest life expectancy at birth for females being identified for Weston-super-Mare Central (78.5 years), and Weston-super-Mare South (78.4 years). While the lowest life expectancy at birth for males was identified for Weston-super-Mare Hillside (74.1 years), Weston-super-Mare Central (72.2 years), Weston-super-Mare South (77.5 years), and Clevedon East (76.7 years) [\[See reference 40\]](#).

**C.39** Within North Somerset, percentage of adults classified as overweight or obese is 60.5% which is just below the national average of 62.8%. 18% of



children aged six are identified as obese, which is below national average of 21% [\[See reference 41\]](#).

**C.40** Admission episodes for alcohol related conditions have seen an upward trend since 2018/19 and account for 728 per 100,000 people, which is above the regional and national averages of 680 and 664 respectively [\[See reference 42\]](#).

**C.41** The Joint Strategic Needs Assessment (JSNA) [\[See reference 43\]](#) aims to identify the current and future needs for health and social care services for all people in North Somerset. It contains a range of information which is useful in ensuring that development plan policies are effectively contributing to overall health and well-being across North Somerset. Some of the findings in the JSNA include that large inequalities exist between the most and least deprived areas in North Somerset.

## Crime Rates and Perception of Safety

**C.42** There were 15,360 crimes reported in 2019/20 in North Somerset. This is a decrease of 92 recorded crimes within North Somerset from the 2018/9 record [\[See reference 44\]](#).

**C.43** Weston-super-Mare is ranked as the second major town in Somerset in terms of reported crimes, and is among the top 20 of Somerset's 422 towns, villages and cities in this regard. The overall crime rate in Weston-super-Mare in 2020 was 88 crimes per 1,000 people [\[See reference 45\]](#).

**C.44** A survey carried out in 2016 [\[See reference 46\]](#) found that, 55% of North Somerset resident adults feel very safe or fairly safe when outside in their local area after dark and 86% of adults feel very safe or fairly safe when outside in their local area during the day. These figures are lower than the last time the measure was recorded in 2014 [\[See reference 47\]](#).

## Tourism

**C.45** Tourism, whether day visitors or staying visitors, forms a significant part of the North Somerset economy. Some key statistics are provided below:

- There were 8 million visitors to North Somerset in 2018.
- There were 7.5 million-day visitors to North Somerset in 2018.
- There were 528,000 staying visitor trips to North Somerset spending a total of 1,813,000 nights in 2018.
- Visitor expenditure in 2018 was £373,722,000.
- The number of people employed full time directly and indirectly by tourism in North Somerset is estimated as 5,226 full time equivalents **[See reference 48]**.

**C.46** Key tourist attractions include the various beaches (including Weston, Uphill and Sand Bay) with associated events, the Grand Pier, the Mendip Hills AONB, Puxton Park, Noah's Ark Zoo Farm, Clevedon Pier, and Tyntesfield. The main events that bring people into the District are Weston Air Days, the Beach Race and the Carnival. The Bristol Balloon Fiesta held at the Ashton Court estate in North Somerset also brings many visitors to the north of the District.

**C.47** The Council has prepared a Visitor Economy Action Plan for the District. The aims of the plan include:

- Increased visibility of North Somerset as a destination and what it has to offer;
- Increased value of the visitor economy sector and sub-sectors in North Somerset; and
- Increased diversity of the current offer in relation to this sector to better match visitor trends **[See reference 49]**.

## Leisure, Open Space and Recreation

**C.48** Across the District there is a wide range of both formal and informal open space, sport and recreation facilities. There are 12 sports and leisure centres in North Somerset, including public leisure centres in Nailsea, Backwell, Portishead, Clevedon, Weston-super-Mare and Churchill. Several schools also open their facilities at out of school times for community use, namely Gordano, Clevedon, Worle and Hans Price. The council also maintain sports pitches which are hired out to clubs. Many private health clubs exist around the District.

**C.49** There are theatres at Weston-super-Mare, Clevedon and Backwell and cinemas at Weston-super-Mare and Clevedon. There are also many well-used community halls such as Somerset Hall in Portishead. The council operates 12 libraries and a mobile library service.

**C.50** The local rights of way network of North Somerset extend to 826km, the majority (704km) being footpaths. As the highways authority, North Somerset Council is responsible for maintaining public footpaths, public bridleways, restricted byways and a byway open to all traffic (BOAT). Despite the District's relatively small size, it has an array of opportunities for the public to gain access to the countryside. The opportunities for walkers are reasonably well distributed around the area, meaning that most people will have ready access to the countryside. There are large areas of public access land at Ashton Court and Leigh Woods in the north of the District.

**C.51** The northern parts of the Mendip Hills AONB are within North Somerset and are popular for walkers and mountain biking.. Parts of the National Cycle Network pass through North Somerset. There are traffic free routes in the west along Route 33 which passes into Weston-super-Mare as well as in the central portion of the District along Route 26 which links Yatton to Cheddar. North easterly portions of Route 33 allow for access from Nailsea to Bristol much of which is traffic free. There are also routes (26 and 334) from Portishead to Bristol which link to Easton-Gordano and Pill, as well as Lower Failand, respectively [\[See reference 50\]](#).

## Environmental Baseline

### Climate Change and Renewable Energy

#### UKCP18 climate projections

**C.52** The met office released its most up to date UK climate projections in July 2021 [See reference 51]. These provide an assessment of how the climate of the UK may change over the 21st century. The headline finding is that there is a greater chance of warmer, wetter winters and hotter, drier summers. All areas of the UK are projected to experience warming, with warming greater in the summer than the winter. Future temperature rise depends on the amount of greenhouse gases the world emits. The lowest scenario is compatible with aims to limit global warming since pre-industrial levels to below 2°C. The highest scenario will likely require significant further adaptation. Sea-level rise will occur for all emission scenarios.

**C.53** Carbon dioxide is the principle Greenhouse Gas. North Somerset Council declared a Climate Emergency in early 2019. A Climate Emergency Strategy and Action plan was published in late 2019. These set out the key principles which outline how the council will address the causes and consequences of climate change and includes an aim for North Somerset to become a carbon neutral council and a carbon neutral area by 2030. This is detailed on the Climate Emergency page on the council website [See reference 52].

**C.54** The climate emergency declaration and aim for carbon neutrality increase the urgency and need for new development to be net zero carbon. The Tyndall Centre has identified a carbon budget for local authorities in England. For North Somerset it is recommended that the District should:

- Stay within a maximum cumulative carbon dioxide emissions budget of 6.9 million tonnes (MtCO<sub>2</sub>) for the period of 2020 to 2100.

**Appendix C** Baseline Information

- Deliver cuts in emissions averaging a minimum of 13.9% per year to ensure a Paris Agreement aligned carbon budget.
- Reach zero or near zero carbon no later than 2040 [\[See reference 53\]](#).

**C.55** The Department for Business, Energy and Industrial Strategy (BEIS) provide annual statistics detailing greenhouse gas emissions at national and local authority level (Table C.10). The data is provided as a sub-set, which details those emissions considered to be under the influence of local authorities, this removes motorway and aviation emission statistics. There is a roughly even split between industrial and commercial, domestic and transport-based emissions within this subset data. This data shows that the trend is a reduction in emissions over between 2005 – 2019. However, there is a very significant way to go to meet the local aspiration detailed under the climate emergency for carbon neutrality by 2030. It is worth noting that of North Somerset’s neighbouring local authority areas, the City of Bristol (3.0t) and Bath and North East Somerset (3.5t) perform more favourably in terms of emissions per capita. North Somerset performs more favourably than Sedgemoor (4.8t) and Mendip (5.3t) in this regard.

**Table C.10: Carbon emissions in North Somerset by sector**  
[\[See reference 54\]](#)

Year	Industry and Commercial	Domestic	Transport	Grand Total	Population ('000s, mid-year estimate)	Per Capita Emissions (t)
2005	454.6	471.0	305.2	1,230.7	194.7	6.3
2006	467.9	475.3	307.7	1,251.0	197.0	6.3
2007	447.9	458.8	314.8	1,221.5	199.5	6.1
2008	434.2	458.9	308.2	1,201.3	200.9	6.0

## Appendix C Baseline Information

Year	Industry and Commercial	Domestic	Transport	Grand Total	Population ('000s, mid-year estimate)	Per Capita Emissions (t)
2009	377.6	416.9	300.2	1,094.8	201.7	5.4
2010	404.2	444.5	292.0	1,140.7	203.0	5.6
2011	372.0	388.8	286.4	1,047.2	203.1	5.2
2012	399.0	422.5	280.1	1,101.6	204.5	5.4
2013	381.6	411.8	278.9	1,072.3	206.2	5.2
2014	277.8	343.2	284.7	905.8	208.2	4.4
2015	323.3	334.7	289.6	947.6	209.9	4.5
2016	302.7	320.7	297.1	920.5	211.7	4.3
2017	288.8	299.3	298.3	886.4	212.8	4.2
2018	272.9	295.5	297.8	866.2	213.9	4.2
2019	250.1	293.8	295.1	839.0	215.1	4.0

**C.56** BEIS provides data for the total amount of energy from renewable technologies in North Somerset. Renewable electricity produced in North Somerset, as at the end of 2018, is detailed in Table C.11 below.

**Table C.11: Renewable energy generation in North Somerset (for 2018)** [See reference 55]

Empty cell	Number of sites	Capacity (MW)	Generation (MWh)
Photovoltaic	7,163	82.3	82,116
Onshore Wind	5	0.034	93

**Appendix C** Baseline Information

Empty cell	Number of sites	Capacity (MW)	Generation (MWh)
Hydro	2	0.023	85
Anaerobic Digestion	2	1.099	6,065
Landfill Gas	1	1.561	3,677
Total	7,173	85.017	92,036

**C.57** Energy consumption within North Somerset for 2020 is reported as 4,960.5GWh and the projected future consumption in 2030 is 2,232GWh. The 2030 projected consumption is much lower than the 2020 consumption mainly due to efficiency improvements of electric systems and energy-efficiency improvements to homes. In 2020 there was enough installed capacity for electricity generation to meet the equivalent of 12.4% of the local demand. A low proportion of the existing requirement for heat was identified to be met from renewables, covering the equivalent of 1.6% of the local demand. The Council has undertaken a Renewable Energy Resource Assessment Report [See reference 56] to assess the potential for the deployment of various renewable and low and zero carbon energy technologies at different scales and in different locations across North Somerset.

### Resource Efficiency

**C.58** North Somerset Council has responsibility for providing waste and recycling services to 88,227 households. The major facilities for waste management in North Somerset are at Aisecombe Way, Weston-super-Mare. There are also recycling centres across the District. The council recognises the importance of implementing the waste hierarchy, with reduction in the of and reuse of raw materials, prioritised ahead of recycling [See reference 57].

# Transport Accessibility

## Congestion

**C.59** In 2020 estimated traffic flows for all motor vehicles in North Somerset were 2,093 million kilometres. Traffic on North Somerset roads has increased by 5.7% between 2000 and 2020 [See reference 58].

**C.60** Congestion continues to be an issue in North Somerset particularly around the motorway junctions and on key routes in urban areas. Many key corridors also go through more rural village communities, creating pinch points on the route which suffer from congestion particularly during peak hours. With significant housing and population growth, tackling congestion and supporting an employment-led approach will become a major challenge for the council.

**C.61** North Somerset is an area where a high proportion of the working population commute out of the area to work. Data on travel to work patterns from the 2011 Census show that over 23,000 people travel to work in Bristol and areas of South Gloucestershire, approximately 24% of the working population. Mode of travel is predominantly car/van with 74% choosing this mode to commute. Over 37% of the working age population travel over 10km to work.

**C.62** The working population of North Somerset use the following transport to travel to work, shown in comparisons to the national breakdown (Table C.12).

**Table C.12: Commute transport choices in North Somerset (2011 Census)**

Empty cell	North Somerset	UK
Car or van (driver)	68.5%	(57.5%)



Empty cell	North Somerset	UK
Walking	9.5%	(10.7%)
Working from home	6.6%	(5.4%)
Public transport	5.5%	(16.4%)
Car or van (passenger)	5.2%	(5.1%)
Cycling	2.8%	(2.9%)
Motorcycle, etc	1.0%	(0.8%)
Taxi	0.4%	(0.5%)
Other	0.5%	(0.6%)

## Car Ownership

**C.63** North Somerset has a large rural area and a higher than average car ownership and usage. The total number of cars/vans owned in North Somerset at the time of the 2011 Census was 121,381. The 2011 Census identified that 17.2% of households had no car or van compared with 26% in England and Wales and 41.3% had two or more cars/vans compared with 32.2% in England and Wales [\[See reference 59\]](#).

## Bus Travel

**C.64** A MetroBus network has been developed over the last five years, which provides a smarter way of travelling. The first services started operating in 2018 with a service now running between Long Ashton park and ride and Bristol City Centre. More routes are planned, including a Cribbs Causeway metrobus extension, due to open in 2023 [\[See reference 60\]](#).

**C.65** This investment, together with further investment in other schemes and improvements, has in recent years contributed to increases in bus passenger

numbers. There are over 6 million bus passenger journeys in North Somerset each year.

### Cycling

**C.66** Cycling trips have continued to grow with continued investment in new routes, including the Brean Down Way which is now open, and the Weston to Clevedon Cycle route which construction has begun in late 2021 [\[See reference 61\]](#). There are also improved cycling facilities as well as ongoing promotion of cycling in the area.

### Rail Travel

**C.67** There are five rail stations within North Somerset including Nailsea & Backwell, Weston Milton, Worle, Weston-super-Mare and Yatton. North Somerset has direct railway links with Bristol and Exeter, and indirect links to London and Birmingham via Bristol [\[See reference 62\]](#). The number of entries and exits made from the five stations in North Somerset continues to increase, with estimates with percentage change from 2017/18 to 2019/20 being between 1 and 9% across all five stations. The most significant increase, of 9%, has been identified at Weston Milton, where passenger numbers have increased from 71,900 up to 79,060 between 2017/18 and 2019/20 [\[See reference 63\]](#).

### Air Travel

**C.68** Bristol Airport is the largest airport serving the South West. During 2019, aircraft movements fell by 9.68% to 69,534 from 76,212 in 2017. Terminal air passengers increased by 3.1%, to a total of 8,903,718 [\[See reference 64\]](#). In 2019, an estimated 13.8% of air passengers used public transport for their journey to or from the airport. The number of people working at the airport in summer 2018 was 3,654 (full-time equivalent), up from 3,070 in 2016 [\[See reference 65\]](#).

**C.69** Planning permission was granted in 2011 for a comprehensive expansion of the airport. A new hotel has opened as well as a new reception, expanded car park, and a new multi-storey car park opposite the terminal.

**C.70** Bristol Airport submitted a planning application in 2018 to increase the current annual cap of 10 million passengers per annum, to up to 12 million passengers per annum (mppa) by the mid-2020s. The planning application was rejected by planning committee in early 2020, and Bristol Airport submitted an appeal to the Planning inspectorate in September 2020. A public inquiry ran from July to October 2021, and a decision from the Planning Inspectorate is awaited [See reference 66]. Whilst its contribution to the local economy, employment and tourism is valued, it is recognised that planned expansion has the potential to impact a range of environmental (and socio-economic) receptors.

# Natural Environment

## Biodiversity

**C.71** North Somerset has a range of locations identified for their environmental sensitivity. It has four areas with statutory designations of international/European importance. These include the coastline, which comprises part of the Severn Estuary European Site, with its multiple international/European designations of Ramsar (as a wetland of international importance); Special Protection Area (SPA), for the internationally important assemblages of overwintering waders and waterfowl, and Special Area of Conservation (SAC) (under the European Habitats Directive), for its habitats and qualifying interest bird species. The other SACs are: The North Somerset and Mendip Bats, Mendip Limestone Grasslands and Avon Gorge Woodlands SACs. The qualifying interest species of the North Somerset and Mendip Bats SAC comprise greater and lesser horseshoe bats, which are dependent on foraging and navigation habitats outside of the designated SSSI/SAC roosting areas. Therefore, any Habitats Regulations Assessment of likely significant effects would relate to how these species may be negatively impacted by loss of

## Appendix C Baseline Information

habitats within key foraging distances (5km) of the North Somerset and Mendip Bats SAC.

**C.72** Key habitats within the District include the coastline, inland wetlands (rivers, ponds, the extensive rhynes of the floodplain grazing marsh of the Levels and Moors (wet ditch drainage networks which may comprise SSSIs in certain locations)); grazed pastures (notably cattle grazed as an important habitat for greater horseshoe bats); tall hedgerows, tree lines, and semi-natural deciduous woodlands. North Somerset is a stronghold for many rare species of European importance, including species of bats, otter, hazel dormouse and great crested newt. It also supports many other legally protected species which have suffered severe declines, such as water vole, which has been successfully reintroduced into the area at Portbury; and Schedule 1 birds under the Wildlife and Countryside Act (1981), such as kingfisher and peregrine falcon. Other such notable species of Principal Importance in England include the brown hare and common toad.

**C.73** In terms of key assets in the natural environment, North Somerset has:

- 2 National Nature Reserves (NNR)
- 13 Local Nature Reserves (LNR) covering 291.424ha
- 204 Local Wildlife Sites (LWS) covering 8509.39ha (although their condition is largely unknown as the majority are privately owned)
- 56 Sites of Special Scientific Interest (SSSIs) covering approximately 3,483 ha of area, as assessed by Natural England (2013)
- 1 Wildlife Site of International Importance (Ramsar)
- 4 Special Areas of Conservation (SACs)
- 1 Special Protection Area (SPA)
- 75 Local Geological Sites (LGS)
- 1,024 Tree Preservation Orders (TPOs)
- 1 Area of Outstanding Natural Beauty

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**C.74** The population of North Somerset is 213,919 (2018 figure), which gives a ratio of 1 hectare of Local Nature Reserve (LNR) per 734 residents [See reference 67]. This is well within Natural England’s access to natural green space target of 1 hectare of LNR per 1,000.

**C.75** SSSI condition is assessed by Natural England. The table below shows the reported condition of SSSIs in the District.

**Table C.13: SSSI Condition in North Somerset** [See reference 68]

SSSI Name	Reported condition
Severn Estuary	Favourable
Puxton Moor	Favourable
Biddle Street, Yatton	Unfavourable Declining
Tickenham, Nailsea & Kenn Moors	Unfavourable No Change
Kenn Chruch, Kenn Pier & Yew Tree Farm	Favourable
Court Hill	Favourable
Gordano Valley	Unfavourable Recovering
Walton Common	Unfavourable Declining
Weston Big Wood	Favourable
Avon Gorge	Unfavourable Recovering
Ashton Court	Favourable
Goblin Combe	Favourable
King’s Wood & Urchin Wood	Unfavourable Recovering
Blagdon Lake	Favourable
Bourne	Favourable

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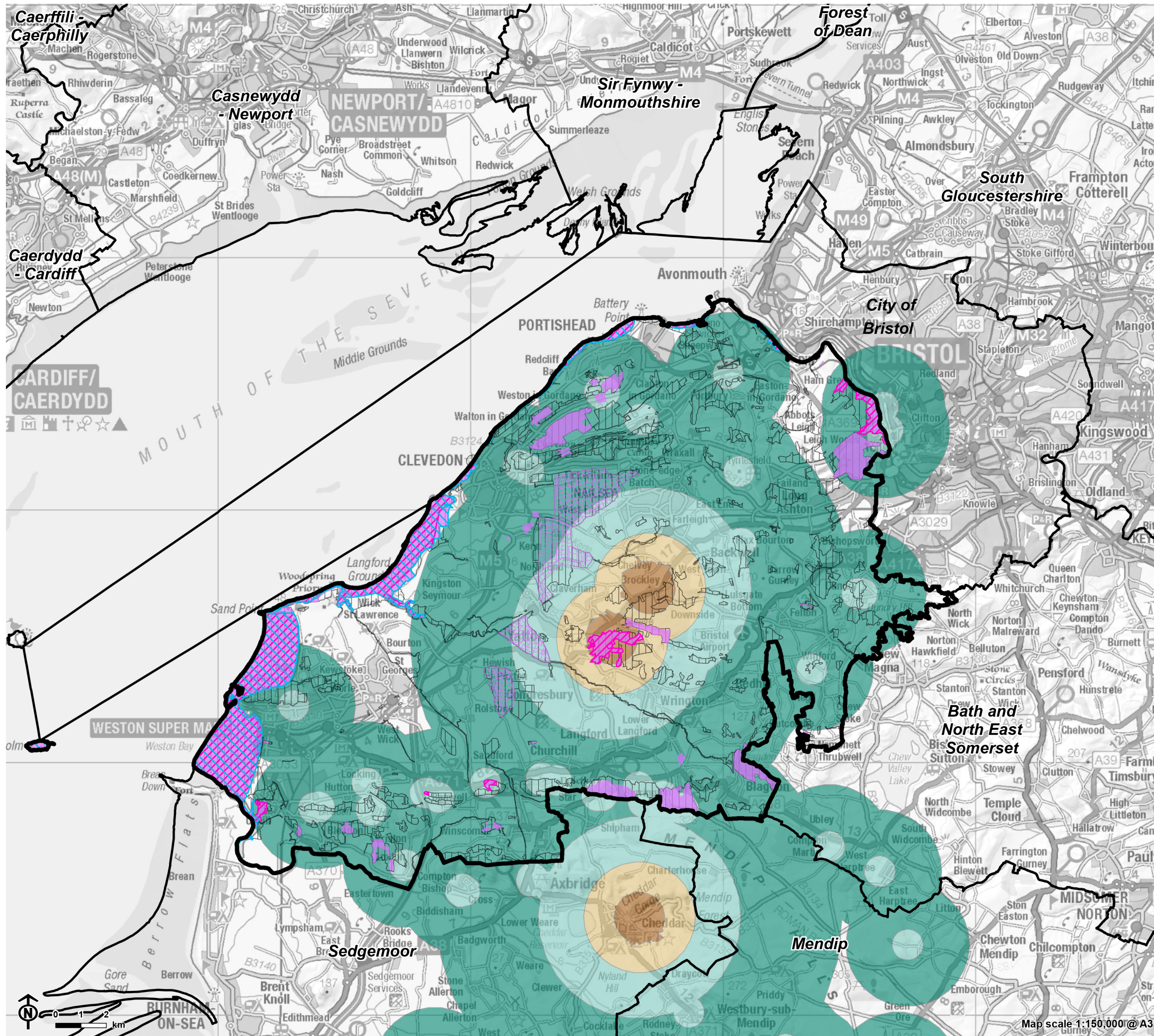
SSSI Name	Reported condition
Burrington Combe	Unfavourable Recovering
Dolebury Warren	Unfavourable Recovering
Banwell Ochre Caves	Unfavourable No Change
Max Bog	Unfavourable Recovering
Shiplate Slait	Unfavourable Recovering
Bleadon Hill	Favourable

**C.76** The West of England Nature Partnership is working to develop a regional Nature Recovery Network for the West of England. North Somerset contains substantial areas identified as being within the woodland strategic network with areas stretching from the south western edge of Bristol towards Clevedon to the west and Congresbury to the south. There are also additional areas of the woodland strategic network to the south east and north of Weston-super-Mare. The area to south east of Weston-super-Mare is also of importance to the grassland strategic network. Furthermore, many of the rivers in the District and parts of the Somerset Levels form part of the water strategic network in the West of England. Figure C.2 below shows the location of biodiversity assets in the District.





Figure C.2: Biodiversity Assets



- North Somerset boundary
- Neighbouring local authority
- Special Area of Conservation (SAC)
- Special Protection Area (SPA)
- Site of Special Scientific Interest (SSSI)
- Current Wildlife Site
- North Somerset and Mendip Bats SAC Consultation Zone**
- Greater Horseshoe Bat Juvenile Sustenance Zone
- Horseshoe Bat Zone A
- Horseshoe Bat Zone B
- Horseshoe Bat Zone C





## Landscape

**C.77** North Somerset has a highly varied landscape and comprises of the following National Character Areas (NCA); 118: Bristol, Avon Valleys and Ridges; 106: Severn and Avon Valleys; 141: Mendip Hills; 142: Somerset Levels and Moors; and 143: Mid Somerset Hills [\[See reference 69\]](#). The North Somerset Landscape Character Assessment [\[See reference 70\]](#) was updated in 2018. The main purpose is to document the current status of the North Somerset Landscape. This review reflects new development, incorporates consequential changes to descriptions and boundaries and updates previous photos and maps.

**C.78** The assessment provides a broad indication of the landscapes of the District which range from the carboniferous limestone uplands of the Mendips to the level, wet pasturelands of the levels and moors. The significance of the landscape of the Mendip Hills is acknowledged by their designation as an Area of Outstanding Natural Beauty (AONB) (Map 3) for which a Management Plan is produced every five years. The current plan is the Mendip Hills AONB Management Plan 2019 – 2024. The management plan sets out to:

- Promote appropriate management to ensure that the distinctive Mendip Hills AONB landscape is conserved and enhanced;
- Provide opportunities to acquire and develop skills required to care for and promote the landscape and its special qualities;
- Increase awareness and appreciation of the purposes of designation and the special qualities of the AONB; and
- Increase awareness of the benefits of supporting local products and services that help conserve and enhance the landscape [\[See reference 71\]](#).

**C.79** The North Somerset Landscape Character Assessment states that the District is characterised by a diversity of landscapes and these variations and differences are represented by 11 landscape types, e.g. Moors, and River Flood Plain. These have a distinct character with similar physical and cultural



## Appendix C Baseline Information

attributes, including geology, landform, land cover and historical evolution. The landscape types are further sub-divided into component landscape character areas; e.g. Clapton Moor and Lox Yeo River Flood Plain. The assessment identifies the characteristics of the landscape character areas and the forces for change affecting them. The condition of these character areas is assessed and 12 of the 25 are identified as 'declining' in condition. Figure C.3 below shows the location of the AONB and NCAs in the District.

### Green Belt

**C.80** The Green Belt in North Somerset covers 15,490 hectares (40%) of land in the District. It acts to limit the coalescence of Bristol and settlements within North Somerset and maintain the setting of those settlements. The last changes made to the Green Belt was as part of the North Somerset Replacement Local Plan 2007. This Plan extended the Green Belt between the Royal Portbury Dock and the new development to the east of Portishead whilst excluding an area at Court Farm specifically for port related uses [\[See reference 72\]](#).

### Open Spaces

**C.81** There are over 40 parks, public open spaces and nature reserves in the authority. There are 6 areas which are managed to Green Flag Award standard.

- Uphill Hill Local Nature Reserve, Uphill
- Watchhouse Hill Public Nature Reserve, Pill
- Abbots Pool in Leigh Woods
- Trendlewood Community Park, Nailsea
- Prince Consort Gardens, Weston-super-Mare [\[See reference 73\]](#).

**C.82** Access to public open spaces is generally good within the District, especially in larger settlements with some exceptions for Weston-super-Mare

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Kewstoke, Yatton, Banwell & Winscombe, Nailsea West End, Wrington and Long Ashton [\[See reference 74\]](#).

**C.83** The locations of open spaces and other leisure facilities in North Somerset are show below in Figure C.4.

### Soil

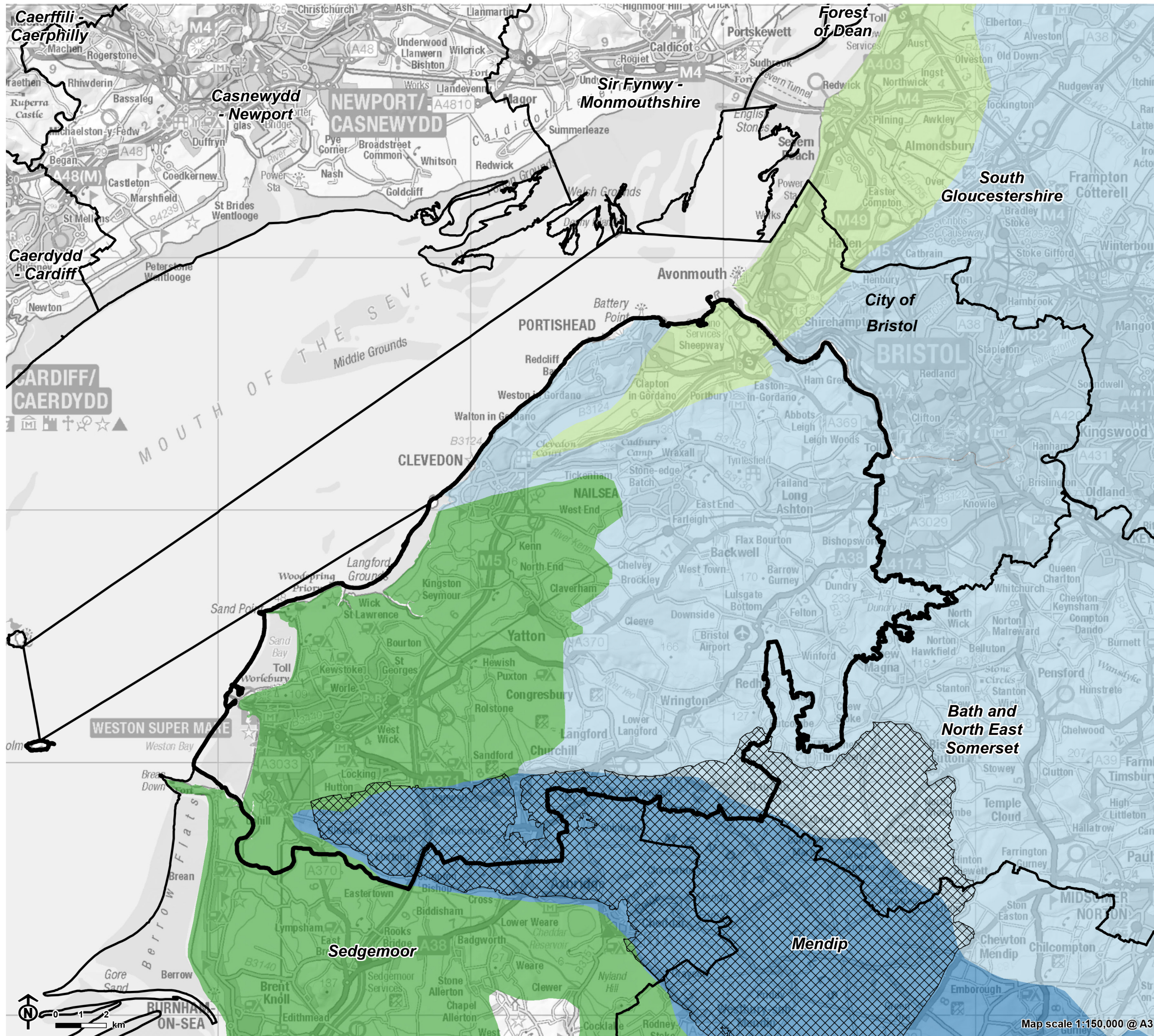
**C.84** Most agricultural land in North Somerset is Grade 3, with areas of Grade 1 and 2 along some of the river valleys and notably around Nailsea, Pill and Churchill. However, the age and precision of this data is variable. There are large areas of woodland in the centre of the District and along the Avon Valley as well as along major ridges. There is relatively little rural land in other non-agricultural uses, though two areas are used for reservoirs.

**C.85** The re-use of previously developed land has contributed to major housing and employment growth at Weston-super-Mare (Weston Airfield and RAF Locking) and Portishead (Port Marine and Ashlands) but these opportunities are now approaching exhaustion. As a consequence, there is increasing pressure on greenfield sites for development. The distribution of higher value soils in the District is shown below in Figure C.5.





Figure C.3: Landscape Designations



- North Somerset boundary
- Neighbouring local authority
- Area of Outstanding Natural Beauty (AONB)
- National Character Area (NCA)**
  - Bristol, Avon Valleys and Ridges
  - Mendip Hills
  - Severn and Avon Vales
  - Somerset Levels and Moors



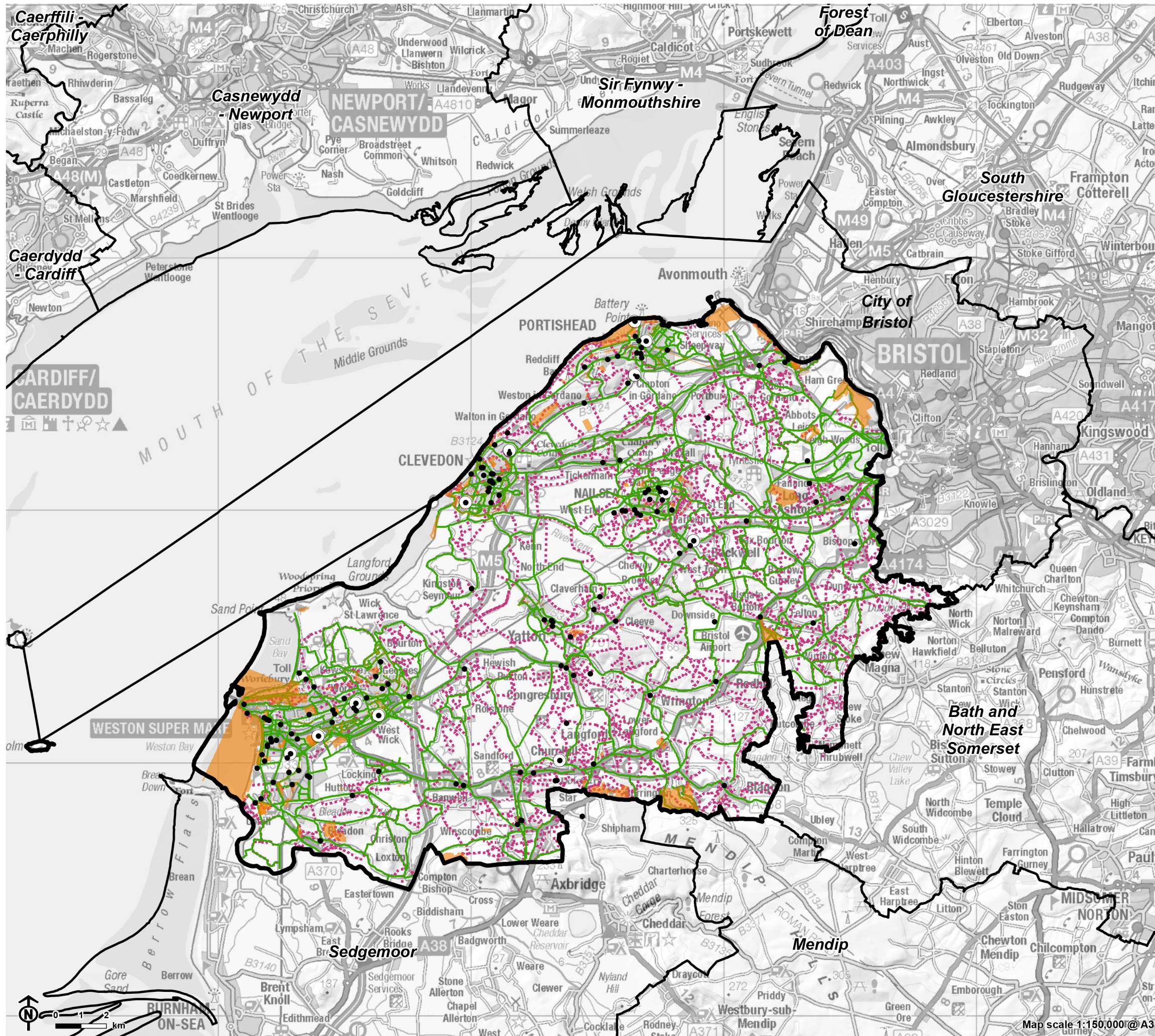
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Figure C.4: Recreation Facilities and Open Spaces



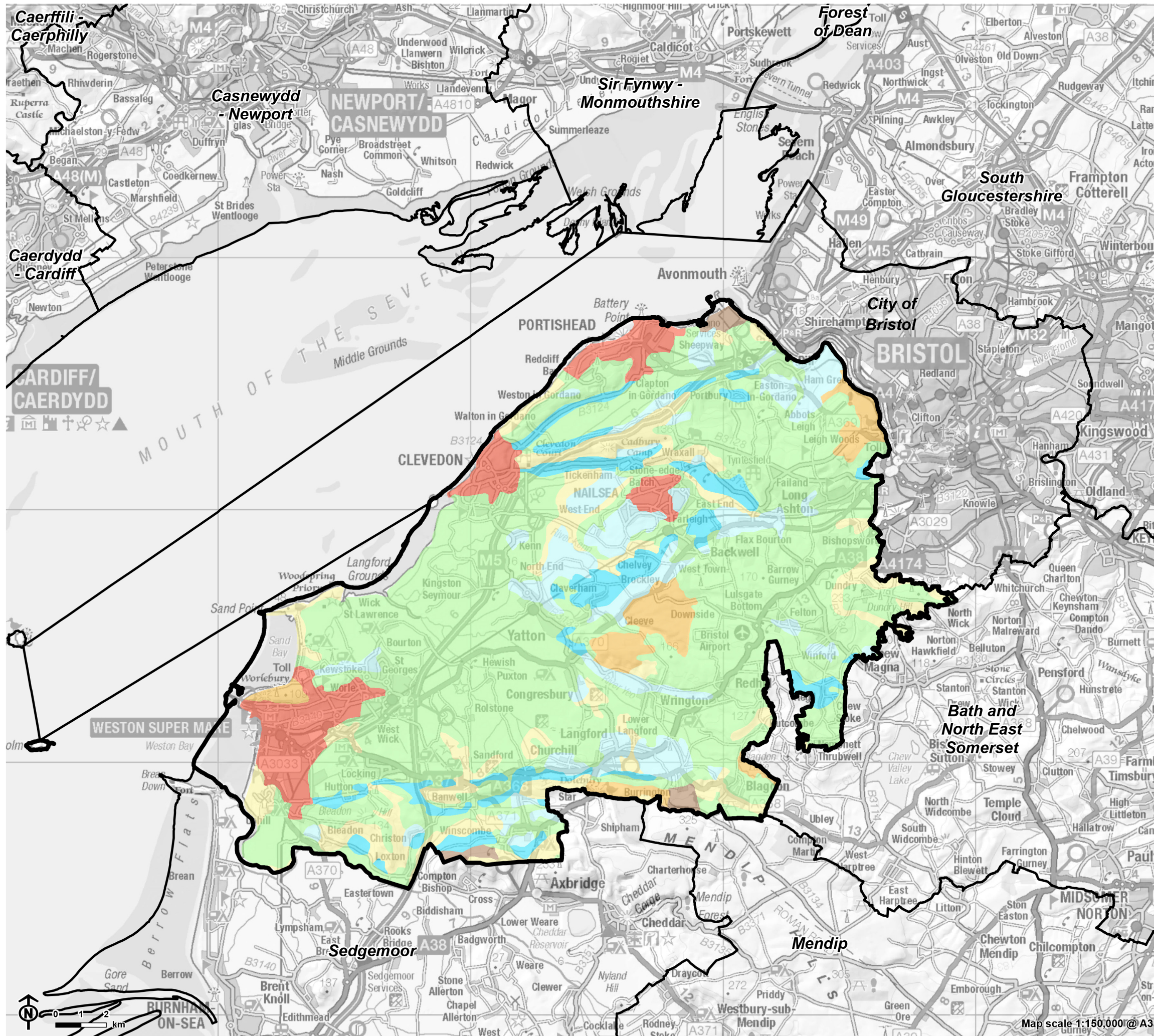
- North Somerset boundary
- Neighbouring local authority
- Active location
- Leisure centre
- Open space
- Cycle route
- Public Right of Way (PROW)







Figure C.5: Agricultural Land Classification



- North Somerset boundary
- Neighbouring local authority
- Agricultural Land Classification (ALC)**
  - Grade 1
  - Grade 2
  - Grade 3
  - Grade 4
  - Grade 5
  - Non agricultural
  - Urban





## Historic Environment

**C.86** The built heritage and historic landscapes of North Somerset are an important element in providing a sense of place and civic pride for residents and visitors. This diverse heritage ranges from palaeo environmental deposits to prehistoric hillforts, Roman, Saxon and medieval settlement and the industrial archaeology of Nailsea.

**C.87** In terms of key assets in the historic environment, North Somerset has:

- 36 Conservation Areas
- 1,100 Listed Buildings
- 68 Scheduled Monuments
- 8 Registered parks and gardens
- 58 Unregistered parks and gardens.

**C.88** These numbers give a snapshot of the much larger numbers of regionally and locally important sites, monuments and structures set within the landscape of the District.

**C.89** Six sites within the District are on the Historic England 'At Risk Register' 2021. Three are sites are Conservation Areas, three are Listed Buildings and two sites are Scheduled Monuments.

**C.90** The three Listed Buildings at risk are:

- Ashton Court, Long Ashton (Grade I listed)
- St Mary's Church, Portbury (Grade I listed – place of worship)
- Birnbeck Pier, Weston-super-Mare (Grade II\* listed)

**C.91** The three Scheduled Monuments at risk are:

- Elms Colliery, Nailsea (the buildings are also Grade II listed)

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- Worlebury Camp: a large multivallate hillfort on Worlebury Hill, Weston-super-Mare
- Long barrow 350m south west of Cornerpool Farm, Wrington [See reference 75]

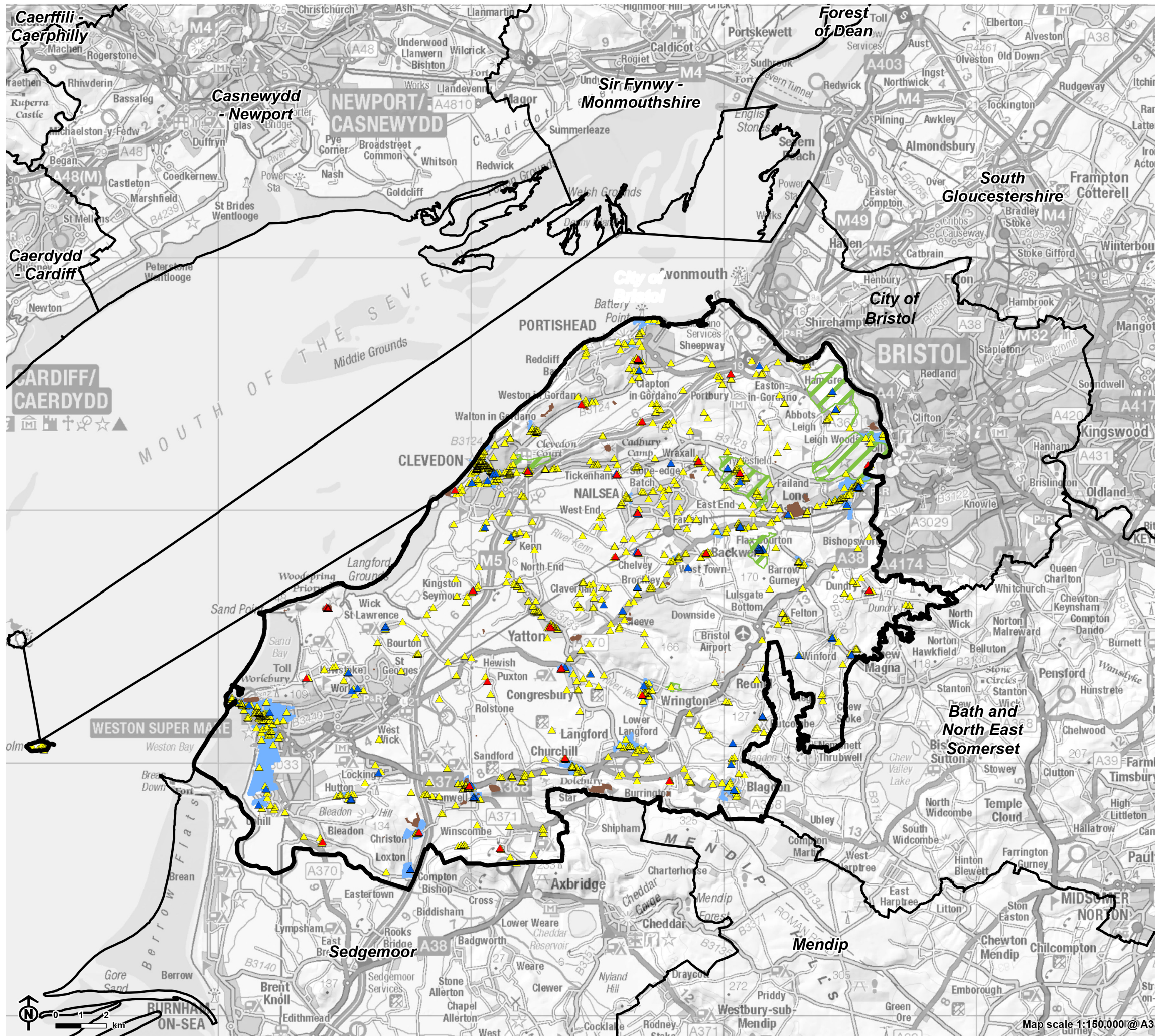
**C.92** There are currently no Conservation Areas on the Heritage at Risk Register. There were previously four out of 36 Conservation Areas on the 'At Risk Register'. This is therefore a significant improvement since the previous reporting period.

**C.93** The distribution of heritage assets in North Somerset is shown below in Figure C.6.





Figure C.6: Historic Environment



- North Somerset boundary
- Neighbouring local authority
- Scheduled monument
- Conservation area
- Registered parks and gardens
- Listed building
  - Grade I
  - Grade II\*
  - Grade II



Map scale 1:150,000 @ A3





## Air Quality

**C.94** The Council has a duty to monitor and manage air quality within the District. The main pollutant of concern locally is nitrogen dioxide, which originates primarily from road traffic emissions. Data from non-automatic monitoring sites operating around the District indicates that nitrogen dioxide remains well below the national annual mean objective. There are currently no Air Quality Management Areas (AQMA) within North Somerset. AQMAs in Bristol cover the A38 and A370 in close proximity to the boundary with North Somerset.

## Water Quality

**C.95** North Somerset lies within the Severn Estuary River Basin district and within this the Bristol Avon and North Somerset streams catchment. This is characterised by long lowland sections interconnected in places by Rhynes and ditches. This complex artificial drainage system is managed by the Internal Drainage Boards. The catchment supports a diverse range of wildlife and plant species and recreation is increasingly important, particularly where the rivers are readily accessible to the main population centres.

**C.96** The Severn Estuary River Basins Management Plan [\[See reference 76\]](#) sets out the objectives for improving water quality within the catchment area. The priority river basins management issues to tackle in the catchment are identified as:

- Excessive nutrient pollution and sediment leaching
- Degraded ecological habitats
- Flooding and flow issues

**C.97** The North Somerset Levels and Moors Catchment Project funded by Wessex Water will carry out an integrated restoration project. Avon Wildlife

## Appendix C Baseline Information

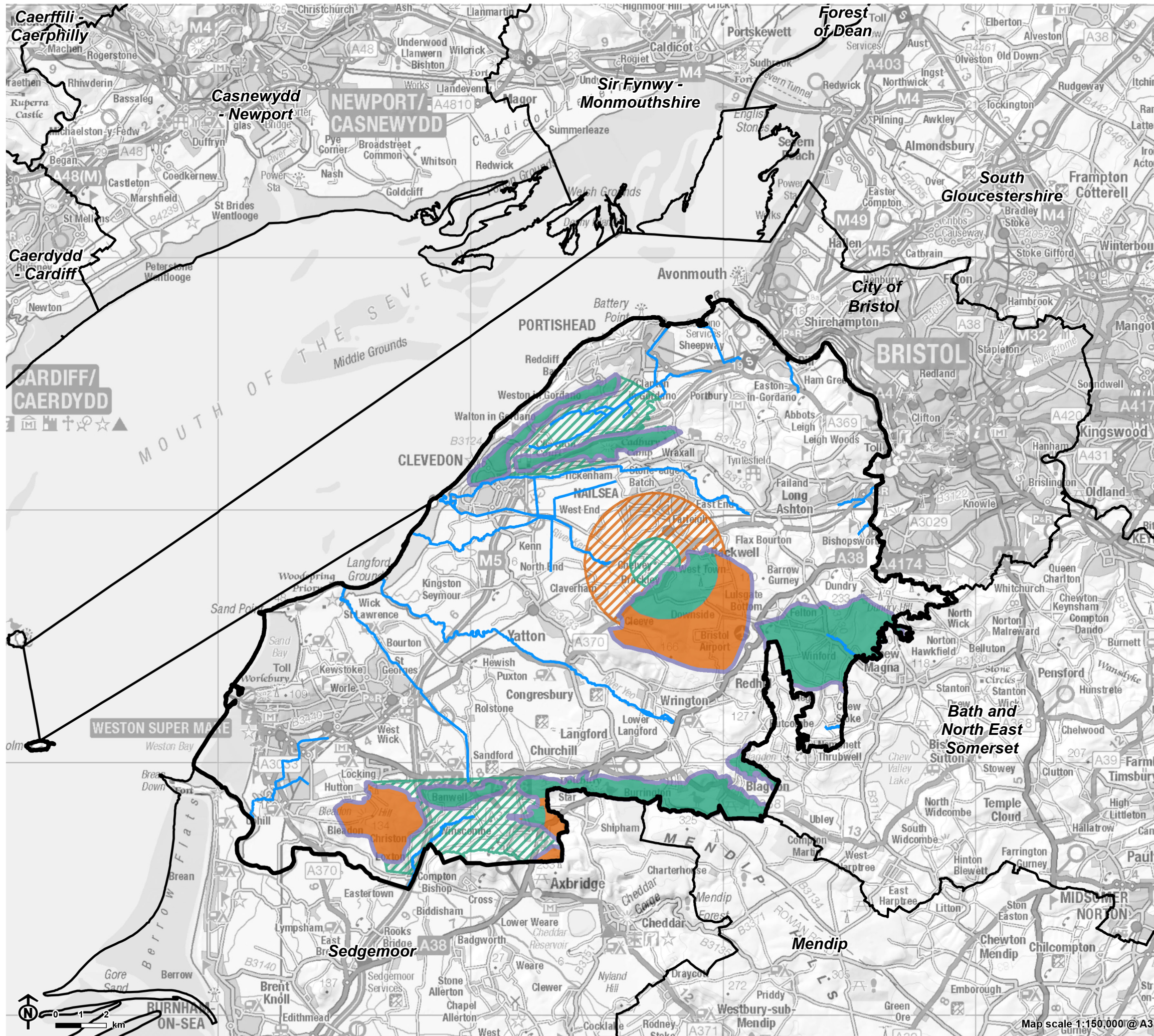
Trust is working with partners and landowners to improve wetland systems, improve biodiversity and address water quality/quantity issues.

**C.98** Groundwater supplies around a third of drinking water and it is therefore crucial that supplies are maintained and to ensure that water is safe to drink. The Environment Agency has defined Source Protection Zones (SPZs) for groundwater sources, such as wells, boreholes and springs used for public drinking water supply. These zones show the risk of contamination from any activity that might cause pollution in the area. These are used to set up pollution reduction measures in areas of high risk and to monitor the activities of potential polluters nearby. Zones are defined by how groundwater behaves in that area, what constructions there are to get the water out into the public water supply and the process for doing this. The zones for North Somerset are shown in the map below, with Zone 1 (inner zone) areas defined as a 50-day travel time from a point below the water table to the source and Zone 2 (outer zone) defined as a 400-day travel time from a point below the water table to the source. The location of SPZs in North Somerset is shown in Figure C.7 below.





Figure C.7: Water Quality



- North Somerset boundary
- Neighbouring local authority
- Main rivers
- Source Protection Zone (SPZ)
  - Inner zone - SPZ1
  - 1c
  - Outer zone - SPZ2
  - 2c
  - Total catchment - SPZ3





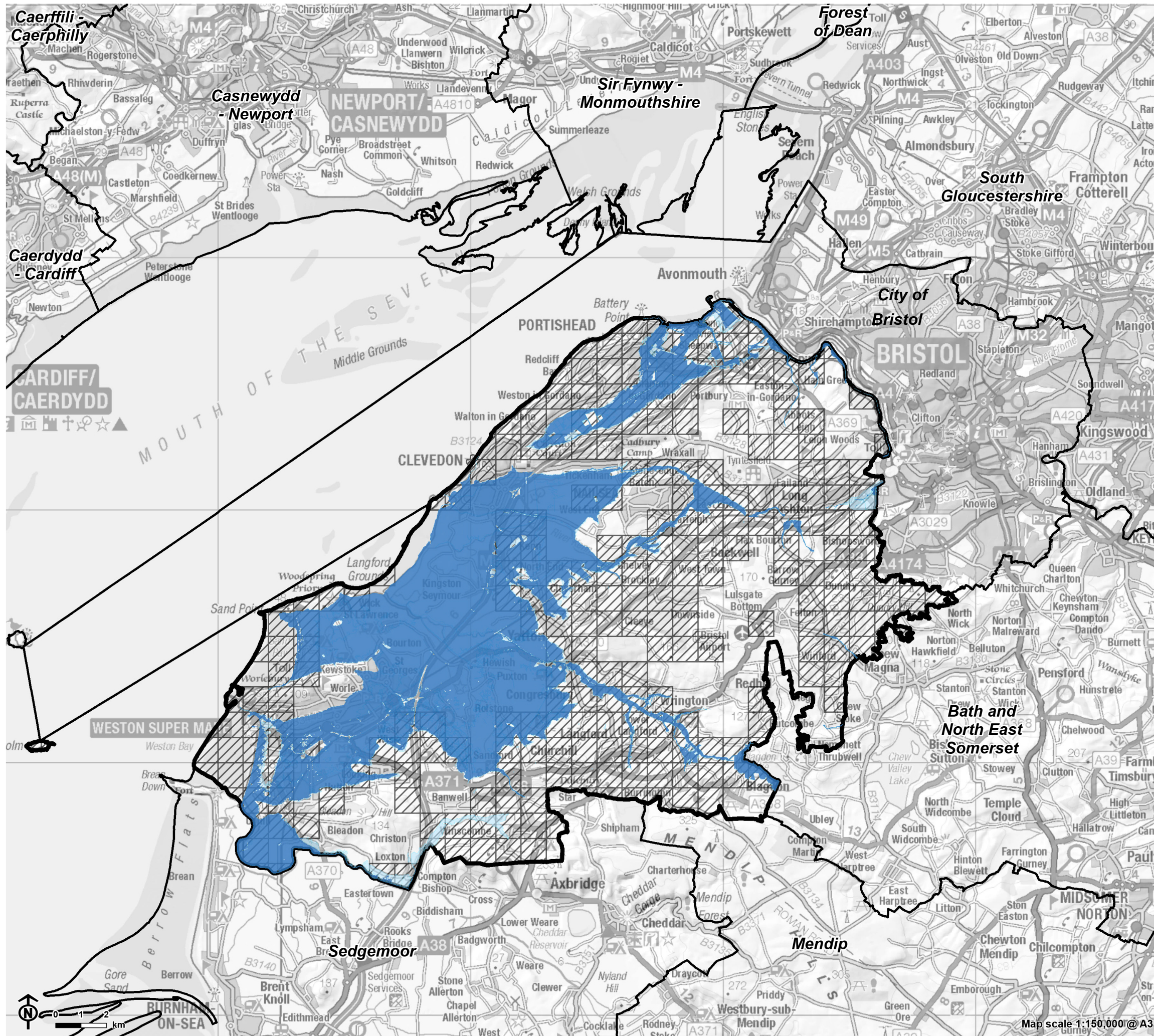
## Flood Risk

**C.99** Much of North Somerset is low-lying and in Flood Zones 2 and 3, including extensive areas of fluvial floodplain (Zone 3b). A new Strategic Flood Risk Assessment (SFRA) was published in 2020 and has updated the information from the previous versions produced between 2008 and 2010. The sources of flood risk of greatest relevance to plan-making are fluvial, tidal, surface water, groundwater, and from reservoirs. North Somerset has examples of each. Climate change will significantly increase the impact of flooding within North Somerset due to the presence of low-lying land along the coastline particularly towards the Somerset Levels and Moors. This SFRA has considered potential impacts of climate change in terms of fluvial and tidal flood risk. It has been identified that areas such as Weston-super-Mare, Banwell, Clevedon, Nailsea, Yatton and Congresbury, Portishead, Long Ashton and Pill are likely to experience increased flood risk [\[See reference 77\]](#). As a Lead Local Flood Authority (LLFA), North Somerset Council has prepared a Local Flood Risk Management Strategy (LFRMS) which outlines how local flood risk is intended to be managed. Local flood risk means flooding from surface runoff, groundwater and ordinary watercourses. The promotion of and adopting of Natural Flood Management methods are encouraged which can have beneficial impacts on both biodiversity and reduction in flood risk. Flood risk in North Somerset is shown in Figure C.8 below.





Figure C.8: Flood Risk



- North Somerset boundary
- Neighbouring local authority
- Flood Zone 2
- Flood Zone 3
- Areas susceptible to groundwater flooding





## Green Infrastructure

**C.100** Green infrastructure is the integrated network of multi-functional spaces within and linking urban and rural environments with significant environmental, social and economic benefits. If properly planned and integrated into development, it can enhance the townscape and visual amenity, promote a sense of place and community identity, and improve the health and sense of well-being of people. Parks, sports fields and play space are clearly beneficial to health. Networks of green spaces and corridors such as disused railway lines provide opportunities for recreation, walking and cycling and benefit wildlife by conserving and enhancing habitats, and providing buffers from development to important wildlife sites and watercourses. In urban areas such provision can also have a welcome cooling effect in summer, through providing shade and promoting evaporation.

**C.101** Green infrastructure is important in rural and urban areas, and on the urban-rural fringe, particularly where it supports a vibrant rural economy and enhances facilities available to villages for recreation, walking and cycling. Attenuation ponds and other sustainable drainage systems, together with larger water bodies, are also valuable aspects of green infrastructure, often having great ecological and landscape value, recreational and educational benefit. Some large water bodies may be of operational value, for example the Barrow tanks are important for the water supply.

**C.102** North Somerset is preparing a joint Green Infrastructure strategy which will reflect the requirements of the 25-Year Environment Plan and the Environment Act.

## Rewilding

**C.103** Rewilding seeks to change the way open spaces are managed to benefit both biodiversity and local communities. North Somerset plans to rewild parks, open spaces and verges across the district. This will primarily include planting more trees and allowing some areas of grass to grow taller. Retention of trees

## **Appendix C** Baseline Information

and tree planting, together with other green space, can help to combat climate change and flooding, by absorbing CO2 and moisture and reducing excessive run off. Locations have been identified with an interactive map showing amenity grass areas, to be rewilded. A rewilding web page prepared by the Council contains for more information. Notable larger existing rewilding areas are present to the east of Portishead and north of Pill as well as areas to the south and south east of Weston-super-Mare.

# Appendix D

## Site Assessment Criteria

### SA Objective 1.1

- Ensure a range of job opportunities are easily accessible without having to use a car.

### Approach to be taken

- Effects recorded based on proximity to major employers, plus proximity to the Centre of Bristol and Weston-super-Mare and other settlements with importance in terms of employment for the District **[See reference 78]**.
- Also taking into account the broadband speeds at the given location.

### Effect to be recorded

- Residential sites
- [++] site within 2km of Weston-super-Mare or Centre of Bristol
- [+] site within 2km of Clevedon, Nailsea or Portishead OR
- [+] site within 5km of Weston-super-Mare or Centre of Bristol
- [0] site within 5km of Clevedon, Nailsea or Portishead but not within 5km of Centre of Bristol or Weston-super-Mare
- [--] site not within 5km of Weston-super-Mare, Centre of Bristol, Clevedon, Nailsea or Portishead
- In relation to broadband connectivity making use of information from Ofcom broadband availability checking service (meaning there is potential for an overall mixed effect +/-, ++/--, etc. **[See reference 79]**):



## Appendix D Site Assessment Criteria

- [++] within area that benefits from access to ultrafast broadband (600Mbps download speed)
- [+] within area that benefits from access to superfast broadband (80Mbps download speed)
- [0] within area that benefits from access to standard broadband (15Mbps download speed)
- [--] within area that does not benefit from access to broadband service
- Employment sites
- [++] site within 1.8km of the settlement boundary of Weston-super-Mare, Clevedon, Nailsea and Portishead as the highest tier settlements and largest population centres in the district
- [+] site within 1.8km to 2.7km of Weston-super-Mare, Clevedon, Nailsea and Portishead OR
- [+] site within 1.8km of the settlement boundary of any other settlements in the district
- [0] site located beyond the distances set out above
- Mixed use sites
- [++] all mixed use sites (providing both residential and mixed used development), as co-locating these types of uses development will help to achieve this objective.

## GIS datasets and other sources of evidence

- Boundaries for all settlements in North Somerset and Centre of Bristol
- Use of Ofcom data on broadband availability. **[See reference 80]**

## SA Objective 1.2

- Provide opportunities to improve economic wellbeing and reduce inequalities by providing good access to education and training opportunities.

### Approach to be taken

- GIS layers used to measure proximity to Weston College, schools and major employers (which are assumed to be most likely to provide on the job training opportunities).
- Size of employment sites (with larger sites assumed to have greater potential to support training opportunities for a larger number of people).

### Effect to be recorded

- Mixed used and residential sites
- [++] sites in locations with at least good access to jobs (as indicated by being within 2km of Clevedon, Nailsea or Portishead OR within 5km of Weston-super-Mare or Centre of Bristol) and training and education (as indicated by being within 450m of a primary and within 900m of both a secondary school and a college).
- [+] sites with good access to either jobs or training and education (as defined above) but not both.
- [0] sites in locations with reasonable access to jobs (as indicated by being within 5km of Clevedon, Nailsea or Portishead but NOT within 5km of Centre of Bristol or Weston-super-Mare), and training and education (as indicated by being within 450m to 900m of a primary school and within 900m to 1.8km of both a secondary school and a college)
- [-] sites with reasonable but not good access to one but not both of the above.

## Appendix D Site Assessment Criteria

- [--] sites lacking reasonable or good access to jobs, training and education (as defined above).
- Employment sites
- [++] sites larger than 10ha (which are more likely to be provide work-based training opportunities)
- [+] sites 10ha or smaller.

## GIS datasets and other sources of evidence

- Boundaries for all settlements in North Somerset and Centre of Bristol
- Primary schools, secondary schools and colleges

## SA Objective 1.3

- Promote the optimal use of land which supports regeneration, maximise re-use of previously developed (brownfield) land and protects the rural economy.

## Approach to be taken

- GIS layer showing the agricultural land classification.

## Effect to be recorded

- All sites
- [++] site is classified as brownfield
- [-] site is classified as greenfield and contains mostly land with an agricultural value of between 4 – 5 or land rated as urban in terms of its agricultural value

## Appendix D Site Assessment Criteria

- [--?] site is classified as greenfield and contains mostly land with an agricultural value of 3
- [--] site is classified as greenfield and contains land with an agricultural value of between 1 - 2

### GIS datasets and other sources of evidence

- Classification of sites as greenfield or brownfield
- Agricultural land classification.

## SA Objective 1.4

- Promote development which requires a deliverable level of high-quality and sustainable

### Approach to be taken

- Discussions about the potential infrastructure requirements at the various site options being considered for inclusion in the plan, are still at an early stage. Therefore, it is difficult to anticipate the expected delivery which would result at each site. All sites are recorded as having a negligible effect in relation to this SA objective.

### Effect to be recorded

- All sites
- All sites are recorded as having a negligible effect [0] in relation to this SA objective

### GIS datasets and other sources of evidence

- N/A

## SA Objective 2.1

- Boost housing delivery and meet the housing need identified within the plan period.

### Approach to be taken

- The potential for the plan to contribute effectively to the housing need in the plan period has been considered through the appraisal of the spatial strategy.

### Effect to be recorded

- All sites
- All sites are recorded as having a negligible effect [0] in relation to this SA objective

### GIS datasets and other sources of evidence

- N/A

## SA 2.2

- Deliver affordable or specialist housing where it is most needed to meet the needs of North Somerset's population.

### Approach to be taken

- Use the Indices of Deprivation (Barriers to Housing and Services domain) to identify those areas within North Somerset that are the most deprived across the District; development could be beneficial in these locations.

## Effect to be recorded

- Mixed use or residential sites
- [++] site is located in area of greatest affordable housing need (i.e., within 10% or 20% most deprived in England in terms of Barriers to Housing and Services IMD domain)
- [+] site is located in an area of some affordable housing need (i.e., within 30% or 40% most deprived in England in terms of Barriers to Housing and Services IMD domain)
- [0] site is not located in an area with identified need for affordable housing (i.e. not within 10%, 20%, 30% or 40% most deprived in England in terms of Barriers to Housing and Services IMD domain)
- Employment sites
- All employment sites are recorded as having a negligible effect [0] in relation to this SA objective

## GIS datasets and other sources of evidence

- Indices of Multiple Deprivation

## SA Objective 2.3

- Achieve reasonable access to a wide range of community, educational, town centre and healthcare facilities.

## Approach to be taken

- Use the GIS layers to consider accessibility scoring with proximity to town, district and local centres given that these areas are those which provide access to the wide range of services and facilities in the plan area.

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- It is assumed that at employment sites, employees may travel to these locations before or after working hours or during breaks to make use of the available facilities.

### Effect to be recorded

- All sites
- [++] site within 720m of a town centre
- [+] site within 720m of a district centre but not a town centre
- [0] site within 720m of a local centre but not a town or district centre
- [--] site located more than 720m from a town, district or local centre.

### GIS datasets and other sources of evidence

- Boundaries of town centres, district centres and local centres

## SA Objective 2.4

- Enhance community cohesion and community facilities provision including cultural facilities.

### Approach to be taken

- Assumption that larger scale developments will have the ability to deliver community facilities that will aid community cohesion.

### Effect to be recorded

- [++] site is of a scale (very large or large, see Table D.3) to incorporate substantial new infrastructure, and is within or directly adjacent to the settlement boundary OR

## Appendix D Site Assessment Criteria

- [++] site is of a scale (very large, see Table D.3) which would incorporate substantial new infrastructure to be self-sufficient as a new village or standalone neighbourhood
- [+] site is of a scale (at least medium, see Table D.3) which supports existing and potentially some new services and facilities
- [0] site does not meet any of the above criteria.

## GIS datasets and other sources of evidence

- Boundaries for all settlements in North Somerset

## SA Objective 2.5

- Achieve healthy living opportunities promoting good access to healthcare centres, open spaces, Public Rights of Way, walking and cycling opportunities, and outdoor leisure activities.

## Approach to be taken

- Use GIS layers to identify location of features which could be used by residents to achieve improvements in health. Take account of Public Rights of Way and cycle routes (excluding those only suitable for experienced cyclists).
- It is assumed that at employment site, employees may travel to these locations before or after working hours or during breaks to make use of facilities to the benefit public health in the plan area.

## Effect to be recorded

- All sites
- [++] site is within 720m of at least one healthcare centre, one type of open space (including mapped green infrastructure assets, play areas and other



## Appendix D Site Assessment Criteria

registered/managed assets), one Public Right of Way, one cycling route and one indoor/outdoor leisure facility (including the Council's 'active locations' and managed playing pitches), OR

- [++] site is of a scale (very large or large, see Table D.3) that potential development would deliver significant new green infrastructure and connectivity.
- [+] site is within 720m of at least two of types of facility (e.g. a healthcare centre and an open space or a Public Right of Way and an outdoor leisure facility, etc.)
- [0] site is within 720m of only one of the types of facility listed
- [--] site is not within 720m of any of the types of facility listed above
- In relation to potential loss of open space or an existing outdoor leisure facility (meaning there is potential for an overall mixed effect (i.e. ++/-- or +/-). It is assumed that existing active travel routes can be successfully incorporated into new development and an adverse effect in relation to their use would be short term and negligible
- [--] site contains an open space or an existing outdoor leisure facility which could be lost to development

## GIS datasets and other sources of evidence

- Healthcare centres, open spaces (including mapped green infrastructure assets, play areas and other registered/managed assets), Public Rights of Way, cycling routes, indoor leisure facilities and outdoor leisure facilities (including the Council's 'active locations' and managed playing pitches)

## SA Objective 3.1

- Reduce carbon emissions by supporting appropriate decentralised renewable energy generation

### Approach to be taken

- Discussions about the potential infrastructure requirements at the various site options being considered for inclusion in the plan, are still at an early stage. Therefore, there is uncertainty about whether sites might incorporate infrastructure that would support energy from solar and wind sources. There is also uncertainty about the scale of development required to support improvements to heats networks in the district..
- Accessibility to modes of sustainable transport, services and facilities and employment will also play a large role in terms of reducing carbon emissions in the District. This has been considered separately through other SA objectives.

### Effect to be recorded

- All sites
- All sites are recorded as having a negligible effect [0] in relation to this SA objective

### GIS datasets and other sources of evidence

- N/A

## SA 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.

### Approach to be taken

- Use GIS layers for Strategic Flood Risk Assessment (SFRA) of Tidal, Fluvial and Surface Water Flood risk and Source Protection Zones.

## Effect to be recorded

- All sites
- [0] site is not within an area identified as being at risk of flooding from fluvial or tidal sources or surface water and is not within a Source Protection Zone
- [-] > 60% of the site is within Flood zone 2, which will require flood risk mitigation measures OR
- [-] > 60% of the site is within area at medium risk (each year area has a chance of flooding of between 1% and 3.3%) from surface water OR
- [-] > 60% of the site is within an area identified as being  $\geq 50\%$  to  $< 75\%$  of at risk of groundwater flooding OR
- [-] > 60% of site is within a Source Protection Zone
- [--] > 60% of the site is within Flood Zone 3a or 3b which will require flood mitigation measures (significant negative impact could be reintroduced via climate change) OR
- [--] > 60% of the site is within area at high risk (each year area has a chance of flooding of greater than 3.3%) from surface water OR
- [--] > 60% of the site is within an area identified as being  $\geq 75\%$  at risk of groundwater flooding **[See reference 81]**

## GIS datasets and other sources of evidence

- Flood Zones
- Areas at risk from surface water and groundwater flooding
- Source Protection Zones

## SA Objective 3.3

- Reduce the need to travel by car to minimise environmental impacts of unsustainable forms of travel, including transport related carbon emissions and air pollution. Ensure good access to infrastructure that promotes travel by active modes (walking and cycling).

### Approach to be taken

- Use GIS layers to measure accessibility to sustainable transport nodes.

### Effect to be recorded

- [++] site is within 1.8km of a railway station
- [+] site is more than 1.8km from a railway station but within 450m of a bus stop and cycle route
- [0] site is more than 1.8km from a railway station but within 450m of a bus stop or cycle route
- [--] site is more than 1.8km from a railway station and 450m from a bus stop and cycle route

### GIS datasets and other sources of evidence

- Railway stations
- Bus stops
- Cycle routes

## SA Objective 3.4

- Minimise impact on and where appropriate enhance sensitive landscapes.

## Approach to be taken

- Use landscape sensitivity assessment (LSA layer) of 2018 to identify areas of low, medium and high landscape sensitivity. Consider the potential effects of site options in relation to the Mendip Hills AONB and its setting.

## Effect to be recorded

- [0] majority of the site has been recorded as having low landscape sensitivity
- [-] majority of the site has been recorded as having low to medium or medium landscape sensitivity.
- [--] majority of the site contains has been recorded as having medium to high or high landscape sensitivity and/or the site lies within or is within 500m of the AONB

## GIS datasets and other sources of evidence

- Boundaries of AONB
- Landscape sensitivity rating

## SA Objective 3.5

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

## Approach to be taken

- Use GIS layers for Conservation Areas, Listed Buildings and Ancient Monuments. Draw on the 'RAG' rating of the Council's historic environment officers regarding the potential effects of development at site options.

### Effect to be recorded

- [0] site has been assessed as 'green' in relation to potential effects relating to setting.
- [-] site has been assessed as 'amber' in relation to potential effects relating to setting.
- [--] site has been assessed as 'red' in relation to potential effects relating to setting.
- [?] likely effect on heritage assets as a result of development at the site is unknown or uncertain

### GIS datasets and other sources of evidence

- Conservation Areas
- Listed Buildings
- Ancient Monuments
- Analysis of Council's historic environment officer

### SA Objective 3.6

- Protect and where possible enhance biodiversity, geodiversity and green infrastructure and allow for its adaptation to climate change, particularly with respect to protected habitats and species.

### Approach to be taken

- 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 Bristol Regional Environmental Records Centre Regionally Important Geological and Geomorphological Sites.

### Effect to be recorded

- [--] site is within 250m of one or more internationally or nationally designated biodiversity or geodiversity sites OR
- [--] site is within the North Somerset and Mendip Bats SAC Greater Horseshoe Bat Juvenile Sustenance Zone or consultation zone A for the SAC
- [-] site is between 250m and 1km of one or more internationally or nationally designated biodiversity or geodiversity sites, is within 250m of a locally designated site (including priority habitat identified by the council) or is within 15m of an area of ancient woodland OR
- [-] site is within consultation zone B or C for the North Somerset and Mendip Bats SAC
- [0] site is outside of the distances specified above from any internationally, nationally, locally designated biodiversity or geodiversity sites and ancient woodland
- [?] for all sites – magnitude of impacts on designated sites will not be known until design work is progressed and it may be possible to achieve enhancements through new development proposals

### GIS datasets and other sources of evidence

- Biodiversity and geodiversity designations
- Priority habitats
- Mendip Bats SAC Greater Horseshoe Bat Juvenile Sustenance Zone
- Consultation zones for the North Somerset and Mendip Bats SAC
- Ancient woodland

**D.1** Reference is made to differing levels of accessibility in the appraisal assumptions. There are a number of pieces of research that give a variety of recommended guidance distances for walking. For example, the Institute of

**Appendix D Site Assessment Criteria**

Highways and Transportation found that the average length of a walk journey is one kilometre. The Institute of Highways and Transportation categorises distances depending upon location and purpose of the trip, and ‘desirable’, ‘acceptable’, and ‘preferred maximum’:

**Table D.1: Guide for accessibility assessment used in SA**

Empty cell	Town centres (m)	Commuting/School/Sight-seeing (m)	Elsewhere (m)
Desirable	200	500	400
Acceptable	400	1,000	800
Preferred maximum	800	2,000	1,200

**D.2** For the purposes of the appraisal, distances in the appraisal will be measured as the straight line distance from the edge of the site option to existing services and facilities, and therefore actual walking distances are likely to be greater (e.g. depending on the house location within a larger site and the availability of a direct route).

**D.3** It is recognised that many journeys to services and facilities will not be made in a straight line. When applying the Institute of Highways and Transportation distances for the appraisal of site options to each of the relevant distances a 10% buffer has therefore been applied to account for the potential difference between the straight line distance and the actual distance involved in a journey to services and facilities. For example, the relevant distance applied for walking distance for town and local centres has been decreased from 800m to 720m, and so on.

**D.4** It is considered that this is a reasonable approach, and professional judgement will be used when applying these distances to each site option and the range of services and facilities considered by the appraisal (e.g. where there are significant barriers to straight-line movement, such as railway lines). The



## Appendix D Site Assessment Criteria

distances used in the appraisal will vary depending upon the type of destination being accessed and the mode of transport:

- 450m walking distance for primary schools on the basis that parents with young children are unlikely to want long distances with young children.
- 900m walking distance for secondary schools.
- 720m walking distance for town and local centres.
- 450m to a bus stop, as many people are unlikely to want to walk much further and then catch a bus to their destination.
- 1,800m walking distance to a train station.
- In terms of access to cycle route, a distance of 450m will be used in the appraisal on the assumption that links to cycle routes are likely to use road carriageways.

**D.5** The SA assumptions include analysis of the proximity of residential areas to key employment areas. Although there is no guarantee that people will find jobs at the employment areas closest to them, it is considered that provision of homes close to major sources of employment would support people in making shorter journeys to work. The following walking assumption has been applied:

- 1,800m walking distance to key employment areas.

**D.6** Reference is made in the site assumptions to differing levels of infrastructure provision which development sites might provide. The Council has worked up a list of infrastructure and facilities which it expects proposals for sites of a given size to incorporate. This has been used to inform the appraisal of site options.

**Table D.2: Guide for expected infrastructure/facility provision at sites of varying scales in North Somerset**

Scale of development	Dwelling Number	Infrastructure/facilities likely to be delivered
Very large scale	3001+	e.g. Secondary school I/ multiple primary schools / mixed use local centre / employment / GP surgery/community hall / facilities relocated from elsewhere with opportunity for improved provision / extensive green infrastructure provision – multi-functional and interconnected. / major contribution to utilities upgrades. / major transport infrastructure delivered through development and case for bid funding.
Large scale	1501-3000	e.g. Primary schools, small local centre/ green infrastructure provision – multi-functional and interconnected / transport infrastructure delivered through development and 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.

## **Appendix E**

### Council's Reasons for Selecting Proposed Sites in Preferred Options Local Plan

### **Council's Reasons for including proposed residential, mixed use and employment site allocations in Preferred Options Local Plan**

#### Residential/mixed use sites

#### Strategic growth locations

#### East of Weston-super Mare

- Council's Reasons for decision making in light of reasonable alternatives - Site is well-related to Weston-super-Mare, the main town within North Somerset where there are a range of services and facilities, and where public transport investment is most viable. The site is outside of the flood zone, and close to areas subject to deprivation.

## Yanley Lane (Woodspring golf course)

- Council's Reasons for decision making in light of reasonable alternatives - Site is well-related to Bristol, the subregional centre of the West of England where there are a range of services and facilities and employment opportunities, and where public transport investment is most viable. The site is outside of the flood zone.

## Wilder Weston-super-Mare area

### Land west of Hutton

- Council's Reasons for decision making in light of reasonable alternatives - Site is well-related to Weston-super-Mare, the main town within North Somerset where there are a range of services and facilities, and where public transport investment is most viable. The site is outside of the flood zone.

### Elm Grove Nusery, Locking

- Council's Reasons for decision making in light of reasonable alternatives - Site is well-related to Weston-super-Mare, the main town within North Somerset where there are a range of services and facilities, and where public transport investment is most viable. The site is outside of the flood zone. The site can also be integrated into the village of Locking.

## Weston-super-Mare

### Parklands Village

- Council's Reasons for decision making in light of reasonable alternatives - Site already has planning consent and currently forms a part of Weston-

## **Appendix E** Council's Reasons for Selecting Proposed Sites in Preferred Options Local Plan

super-Mare, the main town within North Somerset where there are a range of services and facilities.

### Winterstoke Village

- Council's Reasons for decision making in light of reasonable alternatives - Site already has planning consent and currently forms a part of Weston-super-Mare, the main town within North Somerset where there are a range of services and facilities.

### Locking Road Car Park

- Council's Reasons for decision making in light of reasonable alternatives - Site is located within/close to Weston-super-Mare town centre.

### Former Leisuredome allocation

- Council's Reasons for decision making in light of reasonable alternatives - Site located within committed Weston Villages development.

### Weston Rugby Club

- Council's Reasons for decision making in light of reasonable alternative - Site is located within/close to Weston-super-Mare town centre.

### Land west of Winterstoke Road

- Council's Reasons for decision making in light of reasonable alternative – Site is located within Weston-super-Mare, the main town within North Somerset where there are a range of services and facilities.

## Westacres Caravan Park

- Council's Reasons for decision making in light of reasonable alternative - Site is located within Weston-super-Mare, the main town within North Somerset where there are a range of services and facilities.

## Sunnyside Road

- Council's Reasons for decision making in light of reasonable alternative - Site is located within/close to Weston-super-Mare town centre.

## Land north of Oldmixon Road

- Council's Reasons for decision making in light of reasonable alternative - Site is located within Weston-super-Mare, the main town within North Somerset where there are a range of services and facilities. Site has planning consent.

## Woodspring Stadium, Winterstoke Road

- Council's Reasons for decision making in light of reasonable alternative - Site is located within Weston-super-Mare, the main town within North Somerset where there are a range of services and facilities.

## Gas Works

- Council's Reasons for decision making in light of reasonable alternative - Site is located within/close to Weston-super-Mare town centre.

## Dolphin Square

- Council's Reasons for decision making in light of reasonable alternative - Site is located within/close to Weston-super-Mare town centre.

## Land west of Trenchard Road

- Council's Reasons for decision making in light of reasonable alternative - Site is located within Weston-super-Mare, the main town within North Somerset where there are a range of services and facilities.

## Police Station/Magistrates Court/Victoria Church

- Council's Reasons for decision making in light of reasonable alternative - Site is located within/close to Weston-super-Mare town centre.

## Land at Bridgwater Road

- Council's Reasons for decision making in light of reasonable alternative - Site is located within Weston-super-Mare, the main town within North Somerset where there are a range of services and facilities.

## Scot Elm Drive

- Council's Reasons for decision making in light of reasonable alternative - Site is located within Weston-super-Mare, the main town within North Somerset where there are a range of services and facilities.

## Former Bournville School site

- Council's Reasons for decision making in light of reasonable alternative - Site is located within Weston-super-Mare, the main town within North Somerset where there are a range of services and facilities.

## Lynton House Hotel

- Council's Reasons for decision making in light of reasonable alternative - Site is located within Weston-super-Mare, the main town within North Somerset where there are a range of services and facilities.

## Knightstone Road Hotels

- Council's Reasons for decision making in light of reasonable alternative - Site is located within Weston-super-Mare, the main town within North Somerset where there are a range of services and facilities.

## Former Sweat FA site, Winterstoke Road

- Council's Reasons for decision making in light of reasonable alternative - Site is located within/close to Weston-super-Mare town centre.

## Former Police Depot, Winterstoke Road

- Council's Reasons for decision making in light of reasonable alternative - Site is located within Weston-super-Mare, the main town within North Somerset where there are a range of services and facilities.

## Nightingale Close, Mead Vale

- Council's Reasons for decision making in light of reasonable alternative - Site is located within Weston-super-Mare, the main town within North Somerset where there are a range of services and facilities.

## Land at Wilson Gardens/Scot Elm Drive

- Council's Reasons for decision making in light of reasonable alternative - Site is located within Weston-super-Mare, the main town within North Somerset where there are a range of services and facilities.

## Dauncey's Hotel, Claremont Crescent

- Council's Reasons for decision making in light of reasonable alternative - Site is located within Weston-super-Mare, the main town within North Somerset where there are a range of services and facilities.



### 38-40 Birnbeck Road

- Council's Reasons for decision making in light of reasonable alternative - Site is located within Weston-super-Mare, the main town within North Somerset where there are a range of services and facilities.

### Land adjacent to Diamond Batch

- Council's Reasons for decision making in light of reasonable alternative - Site is located within Weston-super-Mare, the main town within North Somerset where there are a range of services and facilities.

### Former TJ Hughes, High Street

- Council's Reasons for decision making in light of reasonable alternative - Site is located within Weston-super-Mare, the main town within North Somerset where there are a range of services and facilities.

### Land at Atlantic Road South

- Council's Reasons for decision making in light of reasonable alternative - Site is located within Weston-super-Mare, the main town within North Somerset where there are a range of services and facilities.

### Land to the rear of Locking Road

- Council's Reasons for decision making in light of reasonable alternative - Site is located within Weston-super-Mare, the main town within North Somerset where there are a range of services and facilities.

## 69-71 Locking Road

- Council's Reasons for decision making in light of reasonable alternative - Site is located within Weston-super-Mare, the main town within North Somerset where there are a range of services and facilities.

## Madeira Cove Hotel

- Council's Reasons for decision making in light of reasonable alternative - Site is located within Weston-super-Mare, the main town within North Somerset where there are a range of services and facilities.

## Plum Tree Farm, off Summer Lane

- Council's Reasons for decision making in light of reasonable alternative - Site is located within Weston-super-Mare, the main town within North Somerset where there are a range of services and facilities.

## Clevedon

### Land off Millcross

- Council's Reasons for decision making in light of reasonable alternative – Site is located within Clevedon, one of the main towns within North Somerset where there are a range of services and facilities. Site conforms with the spatial strategy.

### Land at 173-175 Kenn Road

- Council's Reasons for decision making in light of reasonable alternative - Site is located within Clevedon, one of the main towns within North

## Appendix E Council's Reasons for Selecting Proposed Sites in Preferred Options Local Plan

Somerset where there are a range of services and facilities. Site conforms with the spatial strategy.

### Land north of Churchill Avenue

- Council's Reasons for decision making in light of reasonable alternative - Site is located within Clevedon, one of the main towns within North Somerset where there are a range of services and facilities. Site conforms with the spatial strategy.

### Great Western Road

- Council's Reasons for decision making in light of reasonable alternative - Site is located within Clevedon, one of the main towns within North Somerset where there are a range of services and facilities. Site conforms with the spatial strategy.

### 2-6 Bay Road

- Council's Reasons for decision making in light of reasonable alternative - Site is located within Clevedon, one of the main towns within North Somerset where there are a range of services and facilities. Site conforms with the spatial strategy.

## Nailsea

### Land South of Nailsea

- Council's Reasons for decision making in light of reasonable alternative - Site is adjacent to Nailsea, a town in North Somerset where there are a range of services and facilities. The site is also outside of the flood zone and close to Nailsea and Backwell train station.

## Land at North West Nailsea

- Council's Reasons for decision making in light of reasonable alternative - Site is adjacent to Nailsea, a town in North Somerset where there are a range of services and facilities. The site is also outside of the flood zone and close to Nailsea and Backwell train station.

## Youngwood Lane

- Council's Reasons for decision making in light of reasonable alternative - Site is adjacent to Nailsea, a town in North Somerset where there are a range of services and facilities. The site is also outside of the flood zone and close to Nailsea and Backwell train station. The site has planning consent.

## West of Engine Lane

- Council's Reasons for decision making in light of reasonable alternative - Site is adjacent to Nailsea, a town in North Somerset where there are a range of services and facilities. The site is also outside of the flood zone and close to Nailsea and Backwell train station. The site has planning consent.

## Land south of The Uplands

- Council's Reasons for decision making in light of reasonable alternative - Site is adjacent to Nailsea, a town in North Somerset where there are a range of services and facilities. The site is also outside of the flood zone and close to Nailsea and Backwell train station.

## Weston College Site, Somerset Square

- Council's Reasons for decision making in light of reasonable alternative - Site within Nailsea close to the town centre.

## Trendlewood Way

- Council's Reasons for decision making in light of reasonable alternative - Site within Nailsea close to the town centre.

## West End

- Council's Reasons for decision making in light of reasonable alternative - Site is adjacent to Nailsea, a town in North Somerset where there are a range of services and facilities. The site has planning consent.

## Portishead

### Old Mill Road

- Council's Reasons for decision making in light of reasonable alternative - Site is located within Portishead, a town in North Somerset where there a range of services and facilities.

### Harbour Road/Gordano Gate

- Council's Reasons for decision making in light of reasonable alternative - Site is located within Portishead, a town in North Somerset where there a range of services and facilities.

### Land south of Clevedon Road

- Council's Reasons for decision making in light of reasonable alternative - Site is located within Portishead, a town in North Somerset where there a range of services and facilities.

## Site V2 Harbour Road

- Council's Reasons for decision making in light of reasonable alternative - Site is located within Portishead, a town in North Somerset where there a range of services and facilities.

## Land south of Downside

- Council's Reasons for decision making in light of reasonable alternative - Site is located within Portishead, a town in North Somerset where there a range of services and facilities.

## Backwell

### Grove Farm

- Council's Reasons for decision making in light of reasonable alternative - Site is well-related to Nailsea, a town in North Somerset where there are a range of services and facilities. It is also close to Nailsea and Backwell train station, and has a range of bus services nearby, The site is outside of the flood zone. Site also has the potential to benefit from public transport, and wider transport interventions including active travel, as part of a comprehensive approach to growth within the Nailsea and Backwell area.

### Land east of Backwell

- Council's Reasons for decision making in light of reasonable alternative - Site is well-related to Nailsea, a town in North Somerset where there are a range of services and facilities. It is also close to Nailsea and Backwell train station, and has a range of bus services nearby, The site is outside of the flood zone. Site also has the potential to benefit from public transport, and wider transport interventions including active travel, as part of a comprehensive approach to growth within the Nailsea and Backwell area.

## Land at Moor Lane

- Council's Reasons for decision making in light of reasonable alternative - The site has planning consent and conforms with the spatial strategy.

## Yatton/Claverham

### Land at North End, Yatton

- Council's Reasons for decision making in light of reasonable alternative - The site has planning consent and conforms with the spatial strategy.

### Yatton Rugby Club

- Council's Reasons for decision making in light of reasonable alternative - Well related to the existing settlement and close to service and facilities within Yatton and walking distance to the train station.

### Former UTAS site, Bishops Road, Claverham

- Council's Reasons for decision making in light of reasonable alternative - The site has planning consent and conforms with the spatial strategy.

### Land north of Egret Drive, Yatton

- Council's Reasons for decision making in light of reasonable alternative - The site has planning consent and conforms with the spatial strategy.

## Banwell

### Land west of Wolvershill Road

- Council's Reasons for decision making in light of reasonable alternative - The site has planning consent and conforms with the spatial strategy.

### Land south of Knightcott Gardens

- Council's Reasons for decision making in light of reasonable alternative - Partially consented site which can be integrated into the built form of the settlement and conforms with the spatial strategy.

### Land at Western Trade Centre

- Council's Reasons for decision making in light of reasonable alternative - The site has planning consent and conforms with the spatial strategy.

## Bleadon

### Bleadon Quarry

- Council's Reasons for decision making in light of reasonable alternative - The site has planning consent and conforms with the spatial strategy.

### Land off Purn Way

- Council's Reasons for decision making in light of reasonable alternative - The site can be accessed off Purn Way and integrated into the built form of the settlement. It has no significant constraints.



## Churchill

### Land east of Ladymead Lane

- Council's Reasons for decision making in light of reasonable alternative - No significant constraints. Walking distance to services and facilities in Langford such as primary school, health centre and convenience store making it one of the more sustainable sites in Churchill/Langford.

### Land east of Pudding Pie Lane

- Council's Reasons for decision making in light of reasonable alternative - No significant constraints. Walking distance to services and facilities in Langford such as primary school, health centre and convenience store making it one of the more sustainable sites in Churchill/Langford.

### Land south of Bristol Road

- Council's Reasons for decision making in light of reasonable alternative - The site has planning consent and conforms with the spatial strategy.

### Pudding Pie Lane (West)

- Council's Reasons for decision making in light of reasonable alternative - Existing allocation which conforms with the proposed spatial strategy.

### Pudding Pie Lane (East)

- Council's Reasons for decision making in light of reasonable alternative - The site has planning consent and conforms with the spatial strategy.

## Land south of Jubilee Lane, Churchill

- Council's Reasons for decision making in light of reasonable alternative - No significant constraints. Walking distance to services and facilities in Langford such as primary school, health centre and convenience store making it one of the more sustainable sites in Churchill/Langford.

## Congresbury

### Pineapple Farm

- Council's Reasons for decision making in light of reasonable alternative - This site has no significant constraints and has low landscape sensitivity according to the North Somerset Landscape Sensitivity Assessment. Development of the site can be well integrated into the built form of the settlement and there are good pedestrian links to the local centre making it one of the more sustainable sites within Congresbury.

### Woodhill Nurseries

- Council's Reasons for decision making in light of reasonable alternative – This site has no significant constraints. Close to nearby Tesco's and the local centre as well as bus links to Bristol on A370 making it one of the more sustainable sites within Congresbury.

### Land off Wrington Lane

- Council's Reasons for decision making in light of reasonable alternative - The site has planning consent and conforms with the spatial strategy.

### Land east of Smallway

- Council's Reasons for decision making in light of reasonable alternative - The site has planning consent and conforms with the spatial strategy.

## Land south of Cadbury Garden Centre

- Council's Reasons for decision making in light of reasonable alternative - The site has planning consent and conforms with the spatial strategy.

## Land south of Station Road adjoining Church Farm

- Council's Reasons for decision making in light of reasonable alternative - Site is an allocation in the Congresbury Neighbourhood Development Plan. Site is close to the primary school and walking distance to the local centre as well as bus links to Bristol and Weston on the A370.

## Land to the north of Bristol Road

- Council's Reasons for decision making in light of reasonable alternative - Site is an allocation in the Congresbury Neighbourhood Development Plan. This site has no significant constraints. Close to nearby Tesco's and the local centre as well as bus links to Bristol on A370 making it one of the more sustainable sites within Congresbury.

## Land south of Station Road

- Council's Reasons for decision making in light of reasonable alternative - The site has planning consent and conforms with the spatial strategy.

## Sandford

### Land at Mead Farm

- Council's Reasons for decision making in light of reasonable alternative - Adjacent to the Strawberry Line cycle route so enables active travel options to nearby Winscombe or train station at Yatton. Walking distance to services within Sandford. No significant constraints.

## Land west of Sandford

- Council's Reasons for decision making in light of reasonable alternative - Small site within the existing built form of Sandford. Adjacent to the Strawberry Line cycle route so enables active travel options to nearby Winscombe and train station at Yatton. Walking distance to services within Sandford. No significant constraints.

## Land north of Greenhill Road

- Council's Reasons for decision making in light of reasonable alternative - The site has planning consent and conforms with the spatial strategy.

## F Sweeting and Son site

- Council's Reasons for decision making in light of reasonable alternative - The site has planning consent and conforms with the spatial strategy.

## Winscombe

### Woodborough Farm

- Council's Reasons for decision making in light of reasonable alternative - The site has planning consent and conforms with the spatial strategy.

### Broadleaze Farm

- Council's Reasons for decision making in light of reasonable alternative - Existing allocation which conforms with the proposed spatial strategy.

## West of Hill Road

- Council's Reasons for decision making in light of reasonable alternative - Site on the northern edge of Winscombe adjacent to the Strawberry Line cycle route which can enable active travel to services and facilities within Winscombe.

## Land at Shipham Lane

- Council's Reasons for decision making in light of reasonable alternative - Existing allocation which conforms with the proposed spatial strategy.

## Land at Coombe Farm

- Council's Reasons for decision making in light of reasonable alternative - Existing allocation which conforms with the proposed spatial strategy.

## Other settlements

### Barrow Hospital (1), Barrow Gurney

- Council's Reasons for decision making in light of reasonable alternative - The site has planning consent.

### Barrow Hospital (2), Barrow Gurney

- Council's Reasons for decision making in light of reasonable alternative - The site has planning consent.

### Unit C, Estune Business Park, Long Ashton

- Council's Reasons for decision making in light of reasonable alternative - The site has planning consent.

## Unit A, Estune Business Park, Long Ashton

- Council's Reasons for decision making in light of reasonable alternative -  
The site has planning consent.

## Tickenham Garden Centre, Tickenham

- Council's Reasons for decision making in light of reasonable alternative -  
The site has planning consent.

## Golden Acres Fruit Farm, Tickenham

- Council's Reasons for decision making in light of reasonable alternative -  
The site has planning consent.

## Land at Cox's Green, Wrington

- Council's Reasons for decision making in light of reasonable alternative -  
The site has planning consent.

## Land north of Colliter's Way

- Council's Reasons for decision making in light of reasonable alternative -  
Site is well-related to Bristol, the subregional centre of the West of England where there are a range of services and facilities and employment opportunities, and where public transport investment is most viable. The site is outside of the flood zone.

## Employment sites

### Edge of Bristol

#### Yanley Lane (Woodspring golf course)

- Council's Reasons for decision making in light of reasonable alternative - Employment is proposed as part of a wider strategic site, with specific siting within broad location to be confirmed through masterplanning. Employment in this location is close to Bristol, the main economic centre of the West of England, and may attract demand from business seeking a location close to, and within reasonable distance to Bristol City Centre. Strong labour pool, high quality environment and access to public transport modes.

### Weston-super-Mare

#### Haywood Village Business Quarter

- Council's Reasons for decision making in light of reasonable alternative - Site forms part of committed Weston Villages development at Weston-super-Mare, and has planning consent. Site is a key business site on the edge of the former Weston Airfield, close to strategic road network.

#### Parklands Village site A

- Council's Reasons for decision making in light of reasonable alternative - Site forms part of committed Weston Villages development at Weston-

## **Appendix E** Council's Reasons for Selecting Proposed Sites in Preferred Options Local Plan

super-Mare, and has planning consent. Site is a key business site on the edge of the former Weston Airfield, close to strategic road network.

### **Parklands Village site B**

- Council's Reasons for decision making in light of reasonable alternative - Site forms part of committed Weston Villages development at Weston-super-Mare, and has planning consent. Site is a key business site on the edge of the former Weston Airfield, close to strategic road network.

### **Parklands Village site C**

- Council's Reasons for decision making in light of reasonable alternative - Site forms part of committed Weston Villages development at Weston-super-Mare, and has planning consent. Site is a key business site on the edge of the former Weston Airfield, close to strategic road network.

### **Parklands Village site D**

- Council's Reasons for decision making in light of reasonable alternative - Site forms part of committed Weston Villages development at Weston-super-Mare, and has planning consent. Site is a key business site on the edge of the former Weston Airfield, close to strategic road network.

### **Parklands Village site E**

- Council's Reasons for decision making in light of reasonable alternative - Site forms part of committed Weston Villages development at Weston-super-Mare, and has planning consent. Site is a key business site on the edge of the former Weston Airfield, close to strategic road network.



## Parklands Village site F

- Council's Reasons for decision making in light of reasonable alternative - Site forms part of committed Weston Villages development at Weston-super-Mare, and has planning consent. Site is a key business site on the edge of the former Weston Airfield, close to strategic road network.

## Parklands Village site G

- Council's Reasons for decision making in light of reasonable alternative - Site forms part of committed Weston Villages development at Weston-super-Mare, and has planning consent. Site is a key business site on the edge of the former Weston Airfield, close to strategic road network.

## Parklands Village site H

- Council's Reasons for decision making in light of reasonable alternative - Site forms part of committed Weston Villages development at Weston-super-Mare, and has planning consent. Site is a key business site on the edge of the former Weston Airfield, close to strategic road network.

## Parklands Village site I

- Council's Reasons for decision making in light of reasonable alternative - Site forms part of committed Weston Villages development at Weston-super-Mare, and has planning consent. Site is a key business site on the edge of the former Weston Airfield, close to strategic road network.

## Wolvershill (north of Banwell)

- Council's Reasons for decision making in light of reasonable alternative - Employment is proposed as part of a wider strategic site, with specific siting within broad location to be confirmed through masterplanning. Employment in this location is close to Weston-super-Mare, the main economic centre within North Somerset, and close to the strategic road

## Appendix E Council's Reasons for Selecting Proposed Sites in Preferred Options Local Plan

network including the M5 motorway. Additional employment well-connected to Weston-super-Mare has potential socio-economic benefits offering access to employment locally. Strong labour pool, high quality environment and access to public transport modes.

### West Wick Business Park

- Council's Reasons for decision making in light of reasonable alternative - Site is located within Weston-super-Mare and close to the M5, J21.

### Summer Lane, North of A370

- Council's Reasons for decision making in light of reasonable alternative - Site is located within Weston-super-Mare and close to the M5, J21.

### Moor Park, A371

- Council's Reasons for decision making in light of reasonable alternative - The site is close to Weston-super-Mare and on a site where there are existing business uses. Site is close to the strategic road network.

### Aisecombe Way

- Council's Reasons for decision making in light of reasonable alternative - Site is within Weston-super-Mare in an existing industrial/ commercial area.

## Other towns

### Clevedon 5/20 Kenn Road Business Park

- Council's Reasons for decision making in light of reasonable alternative - Sites proposed are remaining parts of an existing business site.

## Land at Nailsea and Backwell

- Council's Reasons for decision making in light of reasonable alternative - Employment is proposed as part of a wider strategic approach to growth proposed at Nailsea and Backwell, with specific location to be confirmed through masterplanning. Employment in this location is close to Nailsea, close to the strategic road network including the A370 between Weston-super-Mare and Bristol, and close to Nailsea and Backwell station. Strong labour pool, high quality environment and access to public transport modes.

## Gordano Gate Portishead

- Council's Reasons for decision making in light of reasonable alternative - Site is located within Portishead, close to the town centre. There is limited land available for business use within Portishead and various constraints limit the ability for additional land between the existing town edge.

## Villages

### Park Farm, Yatton

- Council's Reasons for decision making in light of reasonable alternative - Site is considered to offer a suitable allocation in a key village in North Somerset.

### Estune Business Park, Long Ashton

- Council's Reasons for decision making in light of reasonable alternative - Site is part of an existing business site close to Bristol.

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- 16** Wardell Armstrong on behalf of North Somerset Council (2017) North Somerset Landscape Sensitivity Assessment
- 17** Wardell Armstrong on behalf of North Somerset Council (2017) North Somerset Landscape Sensitivity Assessment
- 18** Please note, Policy SP9 sets out the overall strategy for the distribution of business development in the District in line with the spatial strategy. The sustainability effects developing of these sites have been considered separately through the appraisal of that policy earlier in the SA Report.
- 19** ATKINS on behalf of WECA (2021) West of England Employment Land Spatial Needs Assessment
- 20** Please note that the Council took the approach in the SA Scoping Report (2020) of excluding plans and policies above the national level given that the objectives of these are translated into national policy, principally

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Report produced by LUC

# Report produced by LUC

## **Bristol**

12th Floor, Beacon Tower, Colston Street, Bristol BS1 4XE  
0117 929 1997  
bristol@landuse.co.uk

## **Edinburgh**

Atholl Exchange, 6 Canning Street, Edinburgh EH3 8EG  
0131 202 1616  
edinburgh@landuse.co.uk

## **Glasgow**

37 Otago Street, Glasgow G12 8JJ  
0141 334 9595  
glasgow@landuse.co.uk

## **London**

250 Waterloo Road, London SE1 8RD  
020 7383 5784  
london@landuse.co.uk

## **Manchester**

6th Floor, 55 King Street, Manchester M2 4LQ  
0161 537 5960  
manchester@landuse.co.uk

**landuse.co.uk**

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