



# Challenges and Choices Part 2

## Choices for the future

# **Sustainability Appraisal**

## Interim Report

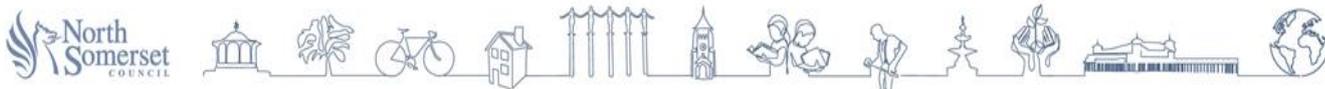
Consultation version

**November 2020**



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## Non-Technical Summary

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

- vii) The sustainability appraisal assessment of the different spatial approaches has been completed in two phases. The first phase was the high-level assessment of all the places or locations that had been identified within the different approaches. The second phase was a broad assessment of how the different approaches compared to each other. This two-phase appraisal has been completed to help inform decision making as plan-making progresses, not as a way of identifying the best or preferred approach.
- viii) A high-level summary comparison of the different spatial approaches against the 16 sustainability objectives indicate that, as may be expected the different approaches perform well under some of the objectives and not as well against other objectives. This assessment is presented below.

- **Objective 1.1** - Ensure a range of job opportunities are easily accessible without having to use a car.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

- **Objective 2.4** - Enhancing community cohesion and community facilities provision

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

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

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

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

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

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

SW Bristol is largely identified as Flood 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

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

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

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

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

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

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

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

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

## Next Steps

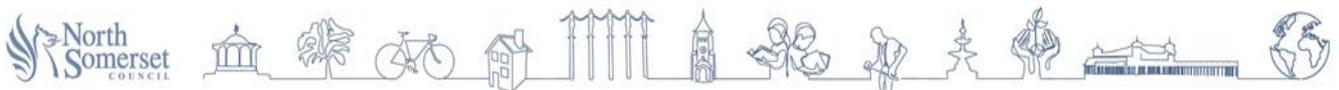
- ix) This Sustainability Appraisal Report accompanies the consultation on the 'Choices for the Future' document, which is part of the Local Plan 2038. This Interim Report is accompanied by the Scoping Report, which sets out the policy context, baseline information and other background. These two documents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

## How to Comment on the Sustainability Appraisal Report

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

## Where to view material

- xiii) All documents can be viewed or downloaded via the council's website on the page: [Local Plan 2038](#)





- **an economic role** – to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure;
- **a social role** – to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering a well-designed and safe built environment, with accessible services and open spaces that reflect current and future needs and support communities' health, social and cultural well-being; and
- **an environmental role** – to contribute to protecting and enhancing our natural, built and historic environment; including making effective use of land, helping to improve biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy.

1.7. The Government's [National Planning Practice Guidance](#) (NPPG) contains a section on Strategic Environmental Assessment and Sustainability Appraisal, which aims to provide clarity on the need for sustainability appraisal and strategic environmental assessment in relation to plan development. It states that it is a systematic process that must be carried out during the preparation of local plans and spatial development strategies.

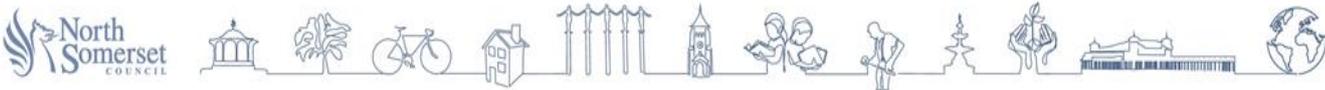
## The Local Plan

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

## Aims of this SA Report

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

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









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

## Assessment of spatial approaches against the sustainability objectives

- 3.13 Whilst the assessment of places within the different spatial approaches (Table 1) provides an overall summary of the SA assessment, it is quite difficult to make a comparison between the spatial approaches just using the results as presented. To allow further analysis, the results from the initial assessment were analysed and a written description of the SA findings provided. This was the second phase of the assessment process.
- 3.14 This further analysis was achieved by assessing the proportion of places within each approach that received positive, negative or neutral scores, and noting how this compared to the other broad spatial approaches. Through doing this, it was possible to assess how well each approach performed under each sustainability objective. The results from this assessment of each approach under the sustainability objectives is presented in Table 3.
- 3.15 Using the analysis presented in Table 3, a high-level summary comparison of the different spatial approaches, against the 16 sustainability objectives can be made. These summaries are presented below.

**Objective 1.1** - Ensure a range of job opportunities are easily accessible without having to use a car.

- 3.16 It would appear that this objective is best met by Approach 2, which locates growth within easy access of the principal centres of Weston and Bristol, followed by those which include locations at the towns (Approach 3). Approaches 1 and 4 perform less well where growth in a number of places would rely on the car for access to job opportunities.

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

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

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**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

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

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

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

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

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

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

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

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

3.25 SW Bristol is largely identified as Flood 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

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

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

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

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

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

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

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



Table 1: Sustainability Appraisal of the different spatial approaches

| 1. Retain Green Belt | Sustainability Appraisal Objectives |     |     |     |     |      |     |     |      |     |     |     |     |     |     |      |
|----------------------|-------------------------------------|-----|-----|-----|-----|------|-----|-----|------|-----|-----|-----|-----|-----|-----|------|
|                      | 1.1                                 | 1.2 | 1.3 | 1.4 | 1.5 | 2.1  | 2.2 | 2.3 | 2.4  | 2.5 | 3.1 | 3.2 | 3.3 | 3.4 | 3.5 | 3.6  |
| WSM                  | ++                                  | ++  | ++  | ++  | -   | -/+  | ++  | ++  | ++   | ++  | +   | +/- | ++  | ++  | -   | +/?  |
| Nailsea              | +                                   | ++  | +   | +/- | -   | ++/- | +   | ++  | ++   | ++  | ++  | -   | ++  | -/+ | -   | -    |
| Backwell             | +                                   | -/+ | -/+ | -/? | -   | ++/- | +   | ++  | ++   | ++  | ++  | ++  | ++  | -/+ | --  | -    |
| Banwell              | ++                                  | -/? | -   | -/+ | ++  | +/-  | ++  | +   | 0    | +   | ++  | +   | -   | --  | +   | 0/?  |
| Claverham            | -                                   | -/? | +   | --  | ++  | +/-  | -   | --  | --/+ | +   | ++  | ++  | -   | -   | 0   | --/+ |
| Churchill            | 0                                   | -/? | -   | --  | +   | +/-  | +   | +   | +    | +   | ++  | ++  | +   | -/+ | --  | +    |
| Congresbury          | -                                   | -/? | -/+ | -/? | +   | +/-  | +   | +   | +    | +   | ++  | -/+ | +   | -   | -   | --/+ |
| Sandford             | 0                                   | -/? | -   | -/? | ++  | +/-  | +   | +/- | 0    | +   | ++  | ++  | -   | +/- | 0   | 0/?  |
| Winscombe            | -                                   | --  | +/- | --  | ++  | +/-  | +   | +   | 0    | +   | +   | ++  | +/- | --  | 0   | +/?  |
| Wroughton            | 0                                   | -/? | -   | -/? | +   | +/-  | +   | +/- | +    | +   | ++  | -/+ | -   | -   | --  | +/?  |
| Yatton               | 0                                   | -/+ | ++  | -/? | +/- | +/-  | +   | +/? | +    | +   | ++  | -   | ++  | -/+ | -   | --/+ |
| Locking              | ++                                  | -/? | -/+ | -/? | +/- | +/-  | +   | +/- | 0    | +   | +/- | -   | -   | --  | +   | +    |
| Hutton               | ++                                  | -   | -/+ | -/? | +/- | +/-  | +   | +/- | 0    | +   | 0   | -/+ | -   | -   | -   | +    |
| Bleadon              | +                                   | --  | -/+ | -/? | +/- | +/-  | +   | --  | 0    | +   | 0   | -/+ | -/+ | -   | 0   | -    |
| East of WSM          | ++                                  | +   | -/? | -/+ | +   | ++/- | ++  | ++  | +    | ++  | ++  | +   | ++  | 0   | 0   | +/?  |



|                    |   |     |     |     |   |      |   |    |   |    |    |    |   |   |   |   |
|--------------------|---|-----|-----|-----|---|------|---|----|---|----|----|----|---|---|---|---|
| North of Churchill | 0 | -/? | -/? | -/? | - | ++/- | + | -- | + | ++ | ++ | ++ | - | 0 | 0 | + |
|--------------------|---|-----|-----|-----|---|------|---|----|---|----|----|----|---|---|---|---|

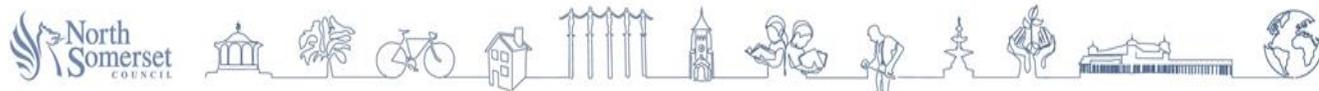
| 2. Urban Focus     | Sustainability Appraisal Objectives |     |     |     |     |      |     |     |     |     |     |     |     |     |     |      |
|--------------------|-------------------------------------|-----|-----|-----|-----|------|-----|-----|-----|-----|-----|-----|-----|-----|-----|------|
|                    | 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   | +/- | ++  | ++  | -   | ++/- |
| East of WSM        | ++                                  | +   | -/? | -/+ | +   | ++/- | ++  | ++  | +   | ++  | ++  | +   | ++  | 0   | 0   | +/?  |
| South West Bristol | ++                                  | ++  | +   | -/+ | -   | ++/- | ++  | ++  | ++  | ++  | +/- | ++  | +/? | --  | 0   | 0/?  |

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



|                    |    |     |       |       |     |      |    |     |     |    |     |    |       |     |    |      |
|--------------------|----|-----|-------|-------|-----|------|----|-----|-----|----|-----|----|-------|-----|----|------|
| Flax Bourton       | +  | ?/+ | - / + | --    | -   | +/-  | +  | +/- | +   | +  | 0   | ++ | - / + | +   | -  | +    |
| Long Ashton        | ++ | -/+ | - / + | -/?   | ++  | ++/- | +  | -/+ | -/+ | +  | 0   | ++ | +     | --  | -- | -    |
| Yatton             | 0  | -/+ | ++    | -/?   | +/- | +/-  | +  | +/? | 0   | +  | ++  | -  | ++    | -/+ | -  | --/+ |
| Abbots Leigh       | -  | ?   | - / + | --    | -   | +/-  | +  | -/+ | 0   | +  | 0   | ++ | +     | --  | +  | /?   |
| East of WSM        | ++ | ++  | -/?   | - / + | +   | ++/- | ++ | ++  | ++  | ++ | ++  | +  | ++    | 0   | 0  | +/?  |
| South West Bristol | ++ | ++  | +     | -/+   | -   | ++/- | ++ | ++  | +   | ++ | -/+ | ++ | +/?   | --  | 0  | 0    |

| 4. Greater Dispersal       | Sustainability Appraisal Objectives |     |       |     |     |     |     |     |     |     |     |     |     |     |     |      |
|----------------------------|-------------------------------------|-----|-------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|------|
|                            | 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   | +   | ++  | ++  | +   | -/+ | --  | +    |



|                   |    |     |       |       |     |      |    |       |     |     |     |     |       |     |    |      |
|-------------------|----|-----|-------|-------|-----|------|----|-------|-----|-----|-----|-----|-------|-----|----|------|
| 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  | +/?  |
| Wroughton         | 0  | -/? | -     | -/?   | +   | +/-  | +  | +/-   | 0   | +   | ++  | -/+ | -     | -   | -- | +/?  |
| Yatton            | 0  | -/+ | ++    | -/?   | +/- | +/-  | +  | +/?   | 0   | +   | ++  | -   | ++    | -/+ | -  | --/+ |
| Abbots Leigh      | -  | -/+ | - / + | --    | -   | +/-  | +  | - / + | 0   | +   | 0   | ++  | -     | --  | +  | 0/?  |
| Failand           | -  | --  | -/+   | -     | ++  | +/-  | +  | --    | 0   | +/- | 0   | ++  | -     | -   | 0  | 0    |
| Portbury          | +  | -/+ | - / + | --    | ++  | +/-  | +  | --    | 0   | +   | +/- | ++  | --    | +   | +  | 0/?  |
| Tickenham         | +  | --  | +/-   | -/?   | +/- | +/-  | +  | --    | 0   | +   | 0   | -   | -     | -   | +  | -    |
| Locking           | ++ | -/? | - / + | -/?   | +/- | +/-  | +  | +/-   | 0   | +   | +/- | -   | -     | --  | +  | +    |
| Hutton            | ++ | -   | - / + | - / ? | +/- | +/-  | +  | +/-   | 0   | +   | 0   | -/+ | -     | -   | -  | +    |
| Bleadon           | +  | --  | - / + | -/?   | +/- | +/-  | +  | --    | 0   | +   | 0   | -/+ | - / + | -   | 0  | -    |
| East of WSM       | ++ | +   | -/?   | - / + | +   | ++/- | ++ | ++    | +   | ++  | ++  | +   | ++    | 0   | 0  | +/?  |
| North of          | 0  | -/? | -     | -/?   | -   | ++/- | +  | --    | +   | +   | ++  | ++  | -     | 0   | 0  | +    |



|                       |    |     |   |     |   |      |    |    |   |    |     |    |     |    |   |     |
|-----------------------|----|-----|---|-----|---|------|----|----|---|----|-----|----|-----|----|---|-----|
| Churchill             |    |     |   |     |   |      |    |    |   |    |     |    |     |    |   |     |
| South West<br>Bristol | ++ | -/+ | + | -/+ | - | ++/- | ++ | ++ | + | ++ | -/+ | ++ | +/? | -- | 0 | 0/? |

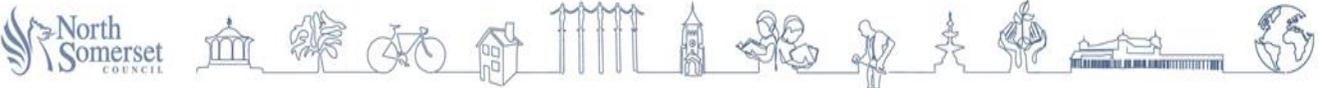


Table 2: Sustainability Appraisal scoring criteria

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

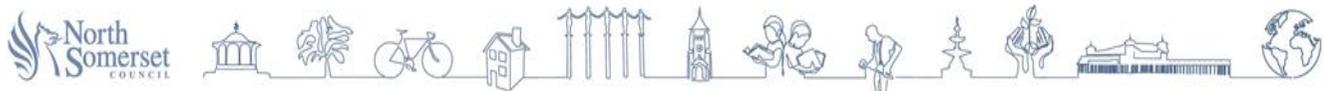


Table 3: Assessment of each approach under the sustainability objectives

| Code | Sustainability objective   | 1<br>Retain Green Belt  | 2<br>Urban Focus   | 3<br>Transport Corridors  | 4<br>Greater Dispersal  |
|------|--|---|--|---|---|
| 1.1  | <b>Ensure a range of job opportunities are easily accessible without having to use a car</b> | 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. | All the places in this option are judged as having good or very good access top job opportunities. | 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. | 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. |

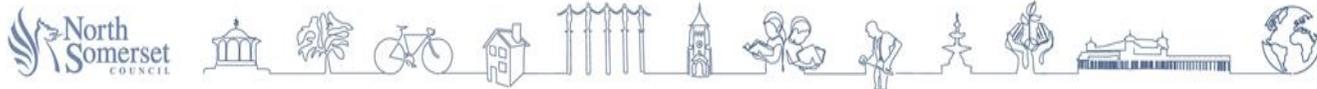




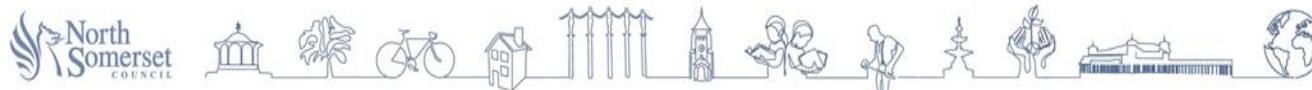
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|-----|---|---|---|--|---|
| 1.3 | <b>Provides opportunities to improve economic wellbeing and reduce inequalities</b> | Weston-super-Mare, Nailsea, plus Yatton provide relatively good accessibility to employers and educational opportunities, with the potential for these to be accessed by active travel modes. However, this approach also contains places which do not have good accessibility. It also contains large scale development at East of W-s-M and North of Churchill, where it is difficult to assess, as currently there are few opportunities, but the scale of development proposed would provide new job opportunities. | Weston-super-Mare and Nailsea provide relatively good accessibility to employers and educational opportunities, with the potential for these to be accessed by active travel modes. The very large-scale development is proposed at SW Bristol would provide both good accessibility to a wide range of employment in Bristol and also likely to provide a range of new job opportunities. However, large scale development proposed at East of W-s-M is difficult to assess, as currently there are few opportunities. | Portishead and Yatton provide relatively good accessibility to employers and educational opportunities, with the potential for these to be accessed by active travel modes. It also contains large-scale development at SW Bristol which would provide both good accessibility to a wide range of employment in Bristol and could provide new opportunities. However, this approach also contains places which do not have good accessibility and large-scale development at East of W-s-M, where it is difficult to assess, as currently there are few opportunities. | Weston-Super-Mare, Nailsea, Yatton and Claverham provide relatively good accessibility to employers and educational opportunities, with the potential for these to be accessed by active travel modes. However, this approach also contains many places which will not offer good accessibility to a range of job and educational opportunities. Also, this option contains both N of Churchill and East of W-s-M, which are difficult to assess, as currently there are few opportunities, but the scale of development is likely provide new job opportunities. |
|-----|---|---|---|--|---|



|     |   |  |   |   |   |
|-----|---|--|---|---|---|
| 1.4 | <p><b>Promote the optimal use of land which supports regeneration, maximise re-use of previously developed (brownfield) land and protects BMV and the agricultural economy.</b></p> | <p>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.</p> | <p>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.</p> | <p>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.</p> | <p>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.</p> |
|-----|---|--|---|---|---|



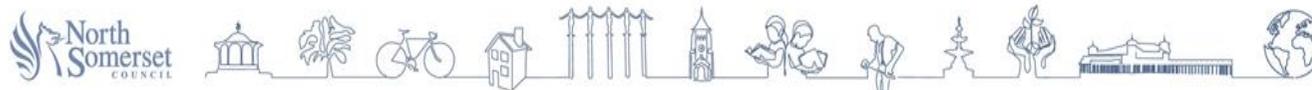
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| 1.5 | <p><b>Promote development which requires a deliverable level of high quality and sustainable infrastructure.</b></p> | <p>Weston, Nailsea, Backwell and North of Churchill could all require significant infrastructure investment. Weston has mixed 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.</p> <p>There are unknown infrastructure requirements associated with development at East of WsM and N of Churchill.</p> | <p>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.</p> | <p>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.</p> | <p>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.</p> <p>There are unknown infrastructure requirements associated with development at SW Bristol, East of WsM and N of Churchill.</p> |
|-----|--|--|--|--|---|



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



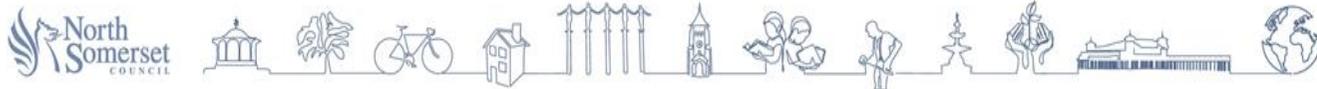
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| 2.3 | <b>Achieve reasonable access to a wide range of community, educational, town centre and healthcare facilities</b> | Most places in this approach have reasonable access, but a minority of places are judged to have limited access to a wide range of facilities and services. North of Churchill does not perform well as currently would not achieve good access. | 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. | 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. | 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. |
| 2.4 | <b>Enhancing community cohesion and community facilities provision</b>  | 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.   | All places in this approach, given the scale of development envisaged score positively.  | 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.                    | 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.   |



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



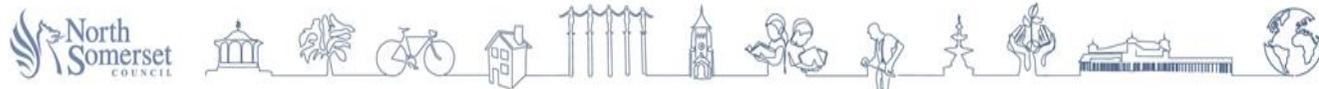
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| 3.2 | <p><b>Minimise vulnerability to tidal &amp; fluvial flooding, without increasing flood risk elsewhere. Also minimise surface water flood risk and harm to water quality and availability</b></p> | <p>There are more places in this approach which 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.</p> | <p>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</p> | <p>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.</p> | <p>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.</p> |
|-----|--|--|---|--|---|



|     |   |   |   |   |   |
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| 3.3 | <b>Reduce the need to travel by car</b> | 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. | 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. | 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. | 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. |
|-----|---|---|---|---|---|



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



|     |  |   |  |  |   |
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| 3.6 | <b>Protect and where possible enhance Biodiversity, Geodiversity and Green Infrastructure, particularly with respect to protected habitats and species</b> | 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. | 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. | 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. | 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. |
|-----|--|---|--|--|---|











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



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



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



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



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



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



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





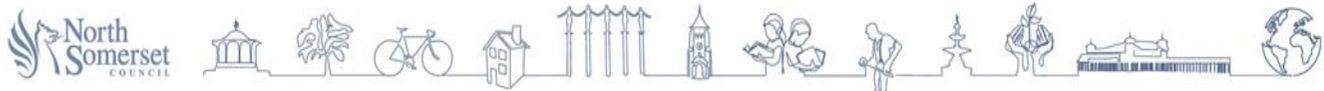
|   |  |
|---|--|
|   | main town or Bristol by sustainable transport.   |
| • Access to road network and car parking provision - strongest factor                                     | Places with good an immediate access to motorway or A road   |
| • Proximity to key clients/markets - strong factor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

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

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

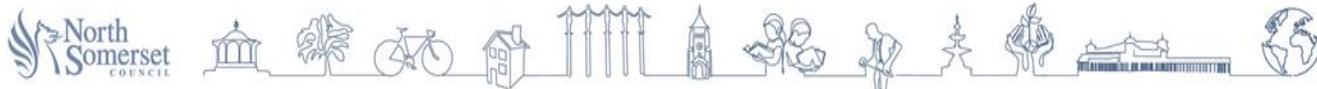
**Objective 1.5:** Land value classification:

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





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



## Appendix 3: Compliance with SEA requirements

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

References to ‘Annex 1’ are to Annex 1 of the SEA Directive

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



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

