



Bath and North East  
Somerset Core Strategy  
Development Plan Document

Non-technical Summary of  
the Sustainability Appraisal  
Report

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**Bath & North East Somerset Council**

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## Introduction

This is in the Non-Technical Summary (NTS) of the Sustainability Appraisal (SA) Report for the Bath & North East Somerset (B&NES) Submission Core Strategy Development Plan Document (DPD).

The SA Report outlines the significant effects in relation to environmental, social and economic factors of the appraisal of options throughout the development of the Core Strategy and includes the findings of the SA of the Submission Core Strategy for Bath & North East Somerset. It outlines the reasons for selecting the alternatives dealt with and the measures envisaged to prevent, reduce and as fully as possible offset any significant effects of implementing the Submission Core Strategy.

Through undertaking SA, the impacts of a plan on the environment and on social and economic issues can be understood. The SA is undertaken as an integral part of the plan-making process, helping to inform and guide decisions on options and preferences.

The purpose of the NTS is to summarise the content and main findings of the SA report in a clear and concise manner to assist decision-makers in understanding what the potential environmental, social and economic effects of the Submission Core Strategy are likely to be.

The SA Report was published for consultation alongside the Bath & North East Somerset Publication Core Strategy to demonstrate the significant sustainability effects of plan and the alternatives considered in developing the plan, as well as to provide the statutory environmental bodies and other interested parties the opportunity to express their opinion on the SA Report.

## Bath & North East Somerset Core Strategy

The Core Strategy is the primary document in the Local Development Framework (LDF), the local authority's suite of planning policy documents. The Core Strategy will provide the policy context for other development plan documents (DPDs) in the LDF. The Core Strategy will set out how the spatial (land-use) elements of all relevant plans and strategies are to be implemented.

Once adopted, the Core Strategy will replace the Local Plan and become the main planning document for B&NES. It will set out the long term spatial vision for B&NES up to 2026 and the broad locations for new housing, jobs and other strategic developments. It will also focus on the delivery of policy objectives and any infrastructure requirements. The Core Strategy will take on board the findings of studies, other Council Strategies and consultations, including the Sustainable Community Strategy. The Core Strategy must also take on board the findings of assessments including the SA, a Habitats Regulations Assessment, a Health Impact Assessment and an Equalities Impact Assessment.

## The SA Process

Table NTS1 presents a summary of the stages of the Sustainability Appraisal alongside the stages in plan development.

<b>Plan Development Stage</b>	<b>Sustainability Appraisal Stage</b>
Prior to drafting plan	Scoping: Setting the context for the appraisal, collecting baseline information about the area, reviewing relevant policies, plans and programmes, identifying sustainability issues/problems.
	Developing a set of social, economic and environmental objectives for the appraisal (Sustainability Appraisal framework).
Developing objectives for the plan	Testing the sustainability of plan objectives using the appraisal framework.
Developing options for achieving these objectives	Testing the effect of the options using the appraisal framework.
Developing a set of policies for the Core Strategy	Testing the effect of the policies using the appraisal framework.

## The Core Strategy's Relationship with other Plans and Programmes

One of the main purposes of reviewing other policies, plans and programmes is to ensure that the most up to date targets and objectives within other relevant documents are included in the SA of the Core Strategy. This ensures that the plan is delivering the targets or as a minimum, is not working against them.

Many of the plans, policies and programmes that have been reviewed pick up on some aspect of the "sustainable development" agenda even if sustainable development isn't their primary purpose. Some of the key "sustainable development" messages identified in the review of plans, policies and programmes are presented in Table NTS 2.

<b>Topic</b>	<b>Sustainable Development Messages</b>
Air quality and noise	<ul style="list-style-type: none"> <li>Improve air quality and reduce air, noise and light pollution;</li> </ul>
Biodiversity	<ul style="list-style-type: none"> <li>Protect and enhance biodiversity;</li> </ul>
Climate change and flood risk	<ul style="list-style-type: none"> <li>Flood risk is increasing with climate change and there is a need to adapt to all predicted consequences of climate change;</li> </ul>

Community, health and well-being	<ul style="list-style-type: none"> <li>• Improve peoples' health and reduce health inequalities;</li> <li>• Protect and provide access to appropriate levels of open space;</li> <li>• Create mixed, safe communities and promote social inclusion;</li> </ul>
Economy and employment	<ul style="list-style-type: none"> <li>• Promote high quality and sustainable tourism;</li> <li>• Ensure a resilient and economically sustainable food system;</li> </ul>
Energy and carbon emissions	<ul style="list-style-type: none"> <li>• Support low carbon economies and achieve successful and competitive businesses both urban and rural;</li> <li>• Promote energy efficiency;</li> <li>• Promote and provide for renewable energy;</li> </ul>
Historic environment	<ul style="list-style-type: none"> <li>• Protect and enhance the historic environment;</li> <li>• Promote good design and sustainable construction;</li> </ul>
Housing	<ul style="list-style-type: none"> <li>• Meet strategic housing requirements for the district;</li> <li>• Provide affordable housing to meet identified needs;</li> <li>• Promote good design and sustainable construction;</li> <li>• Incorporate the principles of sustainable development;</li> </ul>
Natural resources	<ul style="list-style-type: none"> <li>• Make the best use of previously developed land;</li> <li>• Promote higher densities of development in accessible locations;</li> <li>• Protect soil resources including high quality agricultural land;</li> <li>• Promote water efficiency;</li> </ul>
Landscape	<ul style="list-style-type: none"> <li>• Protect and provide access to appropriate levels of open space;</li> </ul>
Transport	<ul style="list-style-type: none"> <li>• Reduce the need to travel and promote sustainable transport options; and</li> </ul>
Waste	<ul style="list-style-type: none"> <li>• Ensure natural resources are used efficiently and waste is minimised, reused or recycled.</li> </ul>

Key published targets are presented in Annexes B and H of the main SA Report.

## The Sustainability Baseline and Existing Sustainability Issues

A summary of key baseline data about the district and the likely evolution of the baseline in the future, without the Core Strategy, is presented in Table NTS 3. The likely evolution of the baseline has been extrapolated using available information relating to trends.

<b>Table NTS 3: Summary of the Sustainability Baseline Data</b>	
<b>Sustainability baseline / issues / characteristics of the area</b>	<b>Evolution without the plan</b>
<b>Air quality</b>	
<p>Nitrogen dioxide concentrations in Bath are increasing. The Council declared an AQMA for nitrogen dioxide (NO<sup>2</sup>) along the A4 London Road (Bath) in February 2002 and this was extended to include Bathwick Street. It is now likely that the whole of the city of Bath will be declared an AQMA.</p> <p>An AQMA has been declared in the centre of Keynsham.</p>	<p>Over the next 5-10 years air quality could going to stay the same or decline in Bath and could decline in Keynsham without improvements to traffic levels on the High Street. The Bath Package is a major transport programme designed to provide an improved public transport system, relieve traffic congestion and improve emissions. It includes the provision of a bus rapid transit scheme, increased park and ride parking spaces and creating a more cyclist and pedestrian friendly city. There is some uncertainty regarding the funding of the Bath Package, however, following the general election in May 2010 and therefore the future traffic situation, transport infrastructure and air quality in Bath is uncertain.</p>
<b>Noise</b>	
<p>There is a gap in the baseline data regarding noise levels within the District.</p>	<p>Noise problems related to traffic may increase. There is uncertainty over what will happen to neighbourhood noise in the future.</p>
<b>Biodiversity</b>	
<p>SPA: Chew Valley Lake</p> <p>SAC: Combe Down and Bathampton Mines form part of the 'Bath &amp; Bradford-on-Avon Bats SAC'.</p> <p>SAC: Compton Martin Ochre Mine is a component site of the North Somerset and Mendip Bats SAC.</p> <p>There are 59 SSSIs in B&amp;NES and 300 locally designated sites. 71% of SSSI units are in favourable condition.</p> <p>There are 300 locally designated sites.</p> <p>BAP priority habitat is mapped in the Scoping Report.</p>	<p>The district's biodiversity is at threat from development; human activities such as pollution, roads, disturbance, farming practices; loss of habitat; loss of food sources; and a changing climate.</p> <p>Climate change is likely to disadvantage some species through altering seasons, changing habitats, causing habitat fragmentation (e.g. through drought) and introducing new species which could compete with others for space or could prey on them. However, climate change may also benefit some species for the same reasons.</p>

**Table NTS 3: Summary of the Sustainability Baseline Data**

Sustainability baseline / issues / characteristics of the area	Evolution without the plan
<b>Climate change and flood risk</b>	
<p>The areas prone to flooding tend to follow the main rivers.</p> <p>The areas most at risk of flooding are:</p> <ul style="list-style-type: none"> <li>• Bath;</li> <li>• Keynsham;</li> <li>• Midsomer Norton;</li> <li>• Radstock; and</li> <li>• Chew Magna and downstream communities .</li> </ul>	<p>Global temperatures will rise between 1.4 – 5.5°C over the 21st Century. Climate change is likely to increase the areas at risk of flooding in the long term. Other effects of climate change are reported to be<sup>1</sup>:</p> <ul style="list-style-type: none"> <li>• The region is becoming warmer;</li> <li>• High summer temperatures are becoming more frequent, and very cold winters are becoming increasingly rare;</li> <li>• Winters are becoming wetter, whilst summers are becoming drier;</li> <li>• Relative sea level continues to rise;</li> <li>• Changes to insurance costs and coverage are expected; and</li> <li>• Loss of habitats and indigenous species could occur, as well as longer growing seasons and increased potential for novel agricultural crops.</li> </ul> <p>In the absence of the Core Strategy, development will not necessarily be accompanied by sustainable drainage measures and pollution may increase.</p>
<b>Community and well being</b>	
<p>In rural areas the level of service deprivation is naturally high due to geographical distance to the services. Wards with particular barriers to accessing local services include Chew Valley South, Clutton and Mendip.</p> <p>There are 115 LSOAs in the B&amp;NES Unitary Authority area. According to the Indices of Multiple Deprivation (IMD) 2007, four of these 115 areas are among the most deprived 20% nationally. They are home to about 5,600 people.</p> <p>No areas in B&amp;NES are within the most deprived 10% nationally. The most deprived Lower Super Output Area (LSOA) is part of Twerton ward, Bath, which is among the most deprived 14% of English LSOAs.</p> <p>Bath City Centre, the South West area of Bath City and North Keynsham experience the highest</p>	<p>If not addressed, crime, deprivation and access to services are likely to remain problematic. The patterns of deprivation are likely to follow existing trends and will respond to external pressures.</p> <p>In 2008 the Office for National Statistics estimated that the population of B&amp;NES in 2006 was 173,100 and that between 2006 and 2026 the population of the district will increase by 9.5%.</p> <p>The number of over 80 year olds in the district has been projected to increase by 16% by 2026. The ageing population will impact on healthcare provision in the future. Obesity is an increasing issue facing the whole of the country.</p>

**Table NTS 3: Summary of the Sustainability Baseline Data**

Sustainability baseline / issues / characteristics of the area	Evolution without the plan
<p>levels of recorded priority crime in B&amp;NES.</p> <p>Life expectancy in the district is higher than the regional and national averages. However, people living in electoral wards with the lowest index of deprivation have a lower life expectancy by 4.6 years than those living in the most affluent wards.</p>	
<b>Economy and employment</b>	
<p>There is an uneven spatial distribution of skills levels in Bath and North East Somerset with particular skills issues in Midsomer Norton and Radstock.</p> <p>The percentage of the economically active population of BANES which are unemployed is lower than the UK and regional percentages.</p> <p>Wage rates are lower than the UK average and there are many low skill/wage jobs.</p> <p>There is a specific need to diversify the employment base in the Midsomer Norton and Radstock area as 30% of local jobs are accounted for in manufacturing, a declining sector.</p> <p>The Bath and North East Somerset area, especially Bath, currently faces a projected deficit in the provision of office space.</p> <p>There are a number of Local Food Suppliers in the District and the North East Somerset &amp; Bath Local Food Partnership was set up in 2007 to encourage the production, sale, purchase and consumption of quality foods produced in the local area.</p>	<p>Without intervention the pattern of skills levels and wages within the direct is likely to remain the same.</p> <p>The patterns of deprivation are likely to follow existing trends and will respond to external pressures.</p> <p>Unemployment in some wards in Radstock may remain the same, without intervention to improve skills levels and the diversity of employers in the area.</p> <p>Local food producers may continue to experience barriers to expansion.</p> <p>The district, especially Bath, may experience a lack of office space.</p>
<b>Historic environment</b>	
<p>Bath was designated a World Heritage site in 1987.</p> <p>There are 37 Conservation Areas, 11 Historic Parks and Gardens, 84 SAMs and approximately 6,400 listed buildings and structures in B&amp;NES (of which 5,000 lie within the City of Bath). There are currently 17 Conservation Areas, 9 Scheduled Monuments, 4 buildings and 1 Designated Park and Garden on the Heritage at Risk Register 2010.</p> <p>The area which was formerly part of the Somerset coalfield retains a rich industrial heritage.</p>	<p>If no development takes place (in the absence of the plan) the value of the designated sites and areas should remain the same. However, climate change may put historic assets at risk due to extreme weather events, flooding, hotter, drier summers and wetter winters</p>



**Table NTS 3: Summary of the Sustainability Baseline Data**

Sustainability baseline / issues / characteristics of the area	Evolution without the plan
<b>Housing</b>	
<p>High house prices and a lack of affordable housing make it difficult to attract people to the area and to retain key workers.</p> <p>Lower quartile house price in Bath and North East Somerset are more than 9 times the lower quartile resident annual earnings. Nearly half the overall need for affordable housing in B&amp;NES is concentrated in Bath City.</p> <p>Of the households in need, newly forming households unable to afford to buy are the dominant group in Bath &amp; North East Somerset. Achieving an appropriate mix of decent, affordable homes will need to be a priority in any new development proposals.</p> <p>Specific attention needs to be devoted to ensuring energy efficiency, water consumption, and the use of sustainable building materials.</p>	<p>It is unknown how many housing developments will come forward within the next 5 years due to the economic downturn of recent years. It may remain difficult to secure a mix of decent affordable homes.</p> <p>Without the pro-active planning represented by the plan, it is unlikely that B&amp;NES will be able to provide enough affordable housing to satisfy future requirements.</p> <p>With the improvements in the Building Regulations the sustainability of new houses is likely to improve.</p> <p>Historically there has been a statistically low level of demand for gypsy and traveller sites with some unauthorised occupation of land by gypsy and travellers within the district. However, the West of England Gypsy and Traveller Accommodation Assessment (2007) recommends that 19 permanent pitches and 20 transit pitches are found for the gypsy and travelling communities in B&amp;NES in the period 2006-2011.</p>
<b>Land</b>	
<p>B&amp;NES has prepared a Remediation Statement (2002) relating to contaminated land located in Keynsham. This land has been remediated, including the removal of all material, contaminated and uncontaminated, from the site and, therefore, permanently removing the pollutant linkage.</p> <p>No further land is registered as contaminated under Part 2A of the Environmental Protection Act 1990.</p> <p>82% of new or converted dwellings in the District completed during 2008/09 were built on previously developed land.</p>	<p>As developments occur on contaminated land they will be remediated. Therefore, the amount of contaminated land will decrease over the next 5-10 years.</p> <p>The amount of development that is built on brownfield land should remain high in the district.</p>
<b>Landscape</b>	
<p>There are 2 AONBs in the District – Mendip and Cotswolds AONBs.</p> <p>The district has a varied landscape represented by 18 LCAs. Large areas of B&amp;NES are Green Belt (61%).</p> <p>Bath has a distinctive townscape in the way that</p>	<p>Landscape character may be threatened by lack of appropriate management, inappropriate development and climate change.</p> <p>Without the Core Strategy, areas deemed to be of poor townscape character will not be pro-actively improved, leading to a degradation in townscape</p>

**Table NTS 3: Summary of the Sustainability Baseline Data**

Sustainability baseline / issues / characteristics of the area	Evolution without the plan
<p>buildings respond to the distinct topography. Many buildings and terraces follow contours, often overlooking open ground and panoramic views.</p> <p>The character of Keynsham, Norton-Radstock and the villages are enriched and partly defined by the landscapes which surround and in some cases penetrate the built up areas.</p> <p>Large areas of Radstock are covered by a Conservation Area.</p>	<p>quality.</p>
<b>Transport</b>	
<p>Over 50% of residents travel out of the area to work. The average journey to work is 13.23km. 2001 data showed a high proportion of the population travelling to work by car.</p> <p>There is no direct link to the motorway network in B&amp;NES and Bath suffers particularly from the sub-region's poor internal transport links. The major link roads A4, A36 and A46 pass through the centre of Bath, which has a very high level of through traffic.</p> <p>Bath has a low level of cycling, but a relatively higher proportion of movements by foot.</p> <p>High levels of out-commuting from Midsomer Norton and Radstock means that the link road south from Bath to Keynsham, Midsomer Norton and Radstock copes with high levels of commuter traffic.</p> <p>Norton Radstock is connected to Bath by the A367, a popular tourist route to the West Country, and to Bristol via the A362 and A37, the latter also extending south to the A303.</p> <p>Problems with congestion are experienced in Bath, Keynsham and Radstock.</p>	<p>The Bath Package is a major transport programme designed to provide a modern integrated easy to use public transport system. This includes the provision of a bus rapid transit scheme, increasing the number of park and ride parking spaces and creating a more cyclist and pedestrian friendly city. There is some uncertainty regarding the funding of the Bath Package following the general election in May 2010 and therefore the future traffic situation and transport infrastructure in Bath is uncertain.</p> <p>The high proportion of the district's population recorded in 2001 who travel to work by car will continue unless alternative and more attractive modes of transport are provided.</p> <p>Increased traffic would exacerbate all of the existing problems outlined in the baseline data. Nonetheless, if the interventions set out in the Bath Package are successfully implemented, this situation can be controlled in Bath.</p>
<b>Waste</b>	
<p>B&amp;NES is one of the top recycling authorities within the country, recycling 41% of household waste in 2009/10.</p> <p>Waste infrastructure: 2 x waster transfer stations (Bath and Radstock), 9 x Recycling Collection Points, 3 x Recycling Centres (bulkier items), 1 x railhead, and 2 x refuse collection and cleansing depots.</p> <p>Every day B&amp;NES sends 15 containers by road to</p>	<p>Levels of recycling have been increasing and there is no reason to believe that this trend will change.</p> <p>However, household waste generation may also rise, as a result of new development and population growth and therefore total amounts of residual waste may also increase.</p>

**Table NTS 3: Summary of the Sustainability Baseline Data**

Sustainability baseline / issues / characteristics of the area	Evolution without the plan
Shortwood Landfill Site in South Gloucestershire and Dimmer Landfill Site in Somerset.	
<b>Energy and carbon emissions</b>	
<p>CO<sub>2</sub> emissions from B&amp;NES = 1182 kt annually. Emissions from Domestic sources is 2.7 tonnes per capita (UK average = 2.6 tonnes)</p> <p>There is no record of any major renewable energy schemes within the district. There are a few small scale schemes undertaken on an individual basis but no comprehensive survey of existing installations has been undertaken and this may be a gap in baseline information.</p> <p>A renewable energy research study has been undertaken.</p> <p>Initiatives to improve energy efficiency and utilise renewable energy need to be addressed in relation to the historic buildings.</p>	<p>With the expected improvements in the Building Regulations, the energy efficiency of new dwellings is likely to improve over the next 5 years.</p> <p>Historic buildings may be difficult to make more energy efficient in light of existing planning controls.</p> <p>On-site renewable energy technologies are developing in response to Part L of the Building Regulations and targets set in other areas of the UK. The percentage of energy generated from renewable sources is likely to increase in the future.</p>
<b>Water</b>	
<p>The river chemical and biological quality is generally Very Good to Fairly Good</p> <p>Nitrate is regularly found in groundwater in some areas.</p> <p>The far east and far west of the district is covered by Ground Source Protection Zones (including a part of Bath).</p>	<p>With the expected improvements in the Building Regulations, the water efficiency of new dwellings is likely to improve over the next 5 years.</p>

The key issues/problems in the plan area are summarised below:

- Problems with traffic congestion are experienced in Bath, Keynsham and Radstock. Air quality may decline in Bath with growth of the city and could decline in Keynsham without improvements to traffic levels on the High Street;
- The district's biodiversity is at threat from development; human activities such as pollution, roads, disturbance, farming practices; loss of habitat; loss of food sources; and a changing climate;
- Climate change is likely to increase the areas at risk of flooding in the long term, threaten health and the fabric of historic sites/buildings, change the landscape and affect businesses in the district;
- Crime, deprivation and access to services are, and are likely to remain, problematic;

- In rural areas the level of service deprivation is naturally high due to geographical distance to the services. Wards with particular barriers to accessing local services include Chew Valley South, Clutton and Mendip.
- Initiatives are needed to pro-actively tackle the carbon footprint of the district in order to meet B&NES carbon reduction targets;
- High house prices and a lack of affordable housing make it difficult to attract people to the area and to retain key workers. It is difficult, and may remain difficult, to secure a mix of decent affordable homes;
- There is an uneven spatial distribution of skills levels in Bath and North East Somerset with particular skills issues in Midsomer Norton and Radstock. Unemployment in some wards in Radstock may remain the same without intervention to improve skills levels and the diversity of employers in the area;
- Wage rates in the district are lower than the UK average and there are many low skill/wage jobs.
- Without intervention, the district, especially Bath, may experience a lack of office space; and
- Household waste generation may also rise, as a result of new development and population growth and therefore total amounts of residual waste may also increase.

## The SA Framework

From all of the information collected in the review of the relevant plans, policies and programmes and the review of baseline data, an “SA Framework”, or set of sustainability objectives, was developed, against which the various components of the Core Strategy have been appraised to date. The SA Framework is presented in Table NTS 4. The SA Framework has been agreed with the statutory consultees through consultation on the scope of the SA. The Scoping Report can be found here: [www.bathnes.gov.uk/corestrategy](http://www.bathnes.gov.uk/corestrategy).

The SA Framework is supported by detailed questions, which can be found in Section 3 of the SA Report.

<b>Table NTS 4: SA Framework</b>
<b>SA Objectives</b>
Objective 1: Improve accessibility to community facilities and local services
Objective 2: Improve the health and well-being of all communities
Objective 3: Meet identified needs for sufficient, high quality and affordable housing
Objective 4: Promote stronger more <i>vibrant and</i> cohesive communities
Objective 5: Reduce anti-social behaviour, crime and the fear of crime
Objective 6: Improve the availability and provision of training
Objective 7: Ensure communities have access to a wide range of employment opportunities, paid or unpaid
Objective 8: Enable local businesses to prosper
Objective 9: Increase availability of local produce and materials

Objective 10: Ensure everyone has access to high quality and affordable public transport and promote cycling and walking
Objective 11: Reduce the need and desire to travel by car
Objective 12: Protect and enhance local distinctiveness
Objective 13: Protect and enhance the district's historic, environmental and cultural assets
Objective 14: Encourage and protect habitats and biodiversity. (taking account of climate change)
Objective 15: Reduce land, water, air, light, noise pollution
Objective 16: Encourage sustainable construction
Objective 17: Ensure the development of sustainable and/or local energy sources and energy infrastructure
Objective 18: Reduce vulnerability to, and manage flood risk (taking account of climate change)
Objective 19: Encourage careful and efficient use of natural resources
Objective 20: Promote waste management accordance with the waste hierarchy (Reduce, Reuse and Recycle)

## The Reasons for Selecting the Alternatives

Section 5 of the SA Report provides an overview of the social, environmental and economic factors that have been considered in developing the Core Strategy. The factors are as follows:

- Complying with national planning policy context;
- Area covered and time-frame;
- Existing adopted visions;
- Levels of growth predicted;
- Distribution of development / spatial strategy; and
- Environmental constraints.

Preparation of the Core Strategy involved production of a Core Strategy Launch Document to stimulate discussion of issues (BANES, September 2007), the production of “options” in the Core Strategy Spatial Options Consultation document (BANES, October 2009) and the publication of a Draft Core Strategy (BANES, December 2010). The process of plan preparation has been one of not only “narrowing down” from a range of options, but also of then “working up” policy wording in more detail. SA has been part of this iterative process. Appraisal of options is reported in Section 5 of the SA Report and the latter stages of the policy drafting / SA process are reported in Section 6, with related appraisal matrices and tables presented in Annexes C-G.

The findings of the SA of options were an integral part of the process of considering options and selecting preferred options. The general approach was for the SA to present the differences between options in terms of environmental, social and economic SA Objectives and make recommendations on how an option might be made more sustainable.

## The Likely Effects of the Bath & North East Somerset Core Strategy

The appraisal of the policies is summarised in Table 6.1 of the SA Report, with detailed appraisal matrices provided at Annex C. Section 6 of the SA Report provides commentary on the appraisal and consideration of significant effects, mitigation measures, recommendations for improvement and potential cumulative effects, with detail recorded in Annexes D – G.

A number of potential positive effects were identified during the appraisal of the policies within the Core Strategy. The policies which are predicted to result in major positive effects, and the SA Objectives which they relate to, are listed in Table NTS 5. Minor positive effects have not been listed because they are not considered to be significant.

<b>Table NTS 5: Major Positive Effects of the Core Strategy Policies and Strategies identified within the SA</b>	
<b>Policy or Strategy</b>	<b>Potential Major Positive Effects identified in relation to the following SA Objectives:</b>
<b>Vision and Objectives</b>	Objectives relating to: health; affordable housing; crime; local business; journeys by car; local distinctiveness; historic and cultural assets; sustainable construction; sustainable energy sources; and efficient use of natural resources.
<b>District Strategy</b>	Objectives relating to: accessibility; local businesses; local distinctiveness; and historic and cultural assets.
<b>Shaping the Future of Bath A Spatial Strategy</b>	Objectives relating to: access to employment; local distinctiveness; and historic and cultural assets.
<b>Keynsham Spatial Strategy</b>	Objectives relating to: accessibility; health and well-being; vibrant and cohesive communities; access to employment; local businesses; local produce and materials; access to public transport, cycling and walking; journeys by car; local distinctiveness; and sustainable energy sources.
<b>Somer Valley Spatial Strategy</b>	Objectives relating to: accessibility; affordable housing; vibrant and cohesive communities; training; access to employment; local businesses; local produce and materials; access to public transport, cycling and walking; journeys by car; local distinctiveness; historic and cultural assets; and sustainable energy sources.
<b>Rural Areas Spatial Strategy</b>	Objectives relating to: local businesses.
<b>Core Policies</b>	
<b>Energy Hierarchy, CPI Retrofitting Existing Buildings, CP2 Sustainable Construction, CP3 Renewable Energy,</b>	Objectives relating to: access to employment; local businesses; local distinctiveness; habitats and biodiversity; land, water, air, light, noise pollution; sustainable energy sources; flood risk; and efficient use of natural resources.  A potential positive cumulative effect has been identified which is that the measures encouraged through the energy hierarchy policy and policies

<b>Table NTS 5: Major Positive Effects of the Core Strategy Policies and Strategies identified within the SA</b>	
<b>Policy or Strategy</b>	<b>Potential Major Positive Effects identified in relation to the following SA Objectives:</b>
<b>CP4 District Heating</b>	CP1 to CP4 could result in an overall cumulative effect on reducing greenhouse gas emissions.
<b>CP5 Flood Management</b>	Objectives relating to: flood risk
<b>CP6 Environmental Quality</b>	Objectives relating to: local businesses; local distinctiveness; historic and cultural assets; habitats and biodiversity; and sustainable energy sources.
<b>CP7 Green Infrastructure</b>	Objectives relating to: vibrant and cohesive communities; access to public transport, cycling and walking; habitats and biodiversity; and flood risk.  A potential positive cumulative effect has been identified with relation to habitats and biodiversity through the provision of additional green infrastructure and achieving greater connectivity of habitats across the district and sub-region. This could benefit a variety of species in climate change adaptation, improve biodiversity and reduce habitat fragmentation.
<b>CP8 Green Belt</b>	Objectives relating to: local distinctiveness'.
<b>CP9 Affordable Housing and CP10 Housing Mix</b>	Both policies have potential major positive effects with regards to health and well-being of all communities
<b>CP11 Gypsies, Travellers &amp; Travelling Showpeople Policy</b>	No potential major positive effects were identified.
<b>CP12 Centres and Retailing</b>	Objectives relating to: accessibility; vibrant and cohesive communities; local businesses; journeys by car; local distinctiveness; and historic and cultural assets.
<b>CP 13 Infrastructure Provision Policy</b>	Objectives relating to: health and well-being of all communities; and vibrant and cohesive communities.

A number of uncertain, major and minor negative effects were identified during the appraisal of the policies of the Core Strategy. Mitigation measures were put forward to deal with any potential uncertain and negative effects identified. Section 6 of the SA Report and Table E.1 in Annex E describe the mitigation measures and how they have been taken on board by Council Officers in making amendments to the Core Strategy policies.

A separate cumulative effects assessment has been undertaken following the assessment of the individual policies. The cumulative effects assessment has considered potential cumulative effects of other programmes, plans, policies and projects with the effects of the Core Strategy for BANES and the cumulative effects of different policies within the plan.

Potential negative cumulative effects have been identified in relation to air quality and traffic as a result of the following plans:



- Wiltshire Core Strategy; and
- Bristol Core Strategy Submission version (2010).

In addition, uncertain cumulative effects have been identified in relation to the following plans:

- North Somerset Core Strategy;
- Mendip Core Strategy; and
- West of England Joint Waste Core Strategy.

Changes have since been made to the policies within the Submission Core Strategy in response to the mitigation proposed. As a result, most of the potential negative effects have been offset, however, three potential minor negative effects remain (residual effects) and these are presented in Table NTS 5.



**Table NTS 5: Residual Effects of the Core Strategy**

Policy or Strategy of the Core Strategy	Potential negative or uncertain effects	Reasoning	Suggested mitigation	Response from policy authors
Vision and objectives	A minor negative effect in the short, medium and long terms with regards to SA Objective 20: Promote waste management accordance with the waste hierarchy (Reduce, Reuse and Recycle).	The vision and strategic objectives do not specifically refer to waste arisings or waste management and therefore it is considered that waste management has been omitted from the vision and objectives.	Sustainable waste management, reducing waste arisings and the waste hierarchy should be referred to within strategic objective 1;	Sustainable waste management, including reducing waste arising and the waste hierarchy is fully covered in the Joint Waste Core Strategy.
DW1 District Spatial Strategy and Bath Strategy	<p>A minor negative effect in the short, medium and long terms with regards to SA Objective 15: Reduce land, water, air, light, noise pollution.</p> <p>If the Bath Package does not go ahead, this could be a major negative effect with regards to air quality.</p>	The District Strategy directs new development to Bath and although measures are referred to within the Bath Strategy to manage transport in Bath in order to achieve sustainable circulation and access, a risk remains that existing poor air quality could be exacerbated by growth in the City.	<p>The area-based policies will need to identify if any transport related infrastructure is needed in order to deliver the proposed growth in each area.</p> <p>The spatial strategy should provide more information on the reasoning behind the direction of new jobs to certain places and what it is hoped will be achieved (e.g. balance between jobs and homes, reducing commuting elsewhere for certain types of jobs).</p>	<p>The place based sections identify transport infrastructure improvements needed to support the strategy with an emphasis on sustainable means of transport.</p> <p>Para 1.25 (Summary Spatial Strategy for B&amp;NES) seeks to locate new development in the most sustainable locations and addresses the issue of outcommuting. This provides the context for the more detailed explanation in the place-based sections. A fuller explanation (with links to the relevant evidence) of the District-wide strategy will also be set out in a supporting Information Paper.</p>

CP11 Gypsies, Travellers & Travelling Showpeople Policy	A minor negative effect in the short, medium and long terms with regards to SA Objective 20: Promote waste management accordance with the waste hierarchy (Reduce, Reuse and Recycle).	The policy requires sites for gypsies, travellers and travelling showpeople to have adequate services including waste disposal but does not mention suitable space and / or facilities for the storage and collection of recyclables.	The fifth bullet point should be reworded to read 'adequate services including foul and surface water and waste disposal and recycling can be provided';	The third bullet point of the policy will ensure that the site is large enough to allow for adequate space for on-site facilities and amenity which could include space and / or facilities for the storage and collection of recyclables. Itemising every facility a site may provide in the policy will unnecessarily lengthen it.
West of England Joint Waste Core Strategy	Uncertain potential for negative cumulative effects on air quality and traffic.	This potential effect would be in combination with the B&NES Core Strategy in relation to allocated residual waste management site at: <ul style="list-style-type: none"> <li>• BA19 Broadmead Lane, Keynsham; and</li> <li>• BA12 Former Fuller's Earth Works, Fosseway, Bath.</li> </ul> The potential technology to be used at these sites would be determined by a private planning application.	Any planning applications for residual waste treatment facilities would be subject to Environmental Impact Assessment which would include the consideration of cumulative effects. This effect is very uncertain. No further mitigation can be suggested in this instance which would reduce the uncertainty.	No response required.
Mendip Core Strategy	The potential for a negative cumulative effect in relation to the B&NES Core Strategy is uncertain.	The spatial strategy and quantum of housing and employment development are not known.	At this stage of the development of the Mendip Core Strategy there is a lack of certainty over quantum and location of development therefore it is not appropriate for the B&NES Core Strategy to put forward mitigation for this uncertain effect.	No response required.

<p>North Somerset Core Strategy</p>	<p>The potential for a negative cumulative effect in relation to the B&amp;NES Core Strategy is uncertain.</p>	<p>The expansion of Bristol Airport could potentially increase traffic movements across B&amp;NES, if increased flights are proposed. However, the potential for a negative effect with regards to traffic is uncertain as it is not clear whether increases in traffic on certain roads within B&amp;NES is likely.</p>	<p>There is no mitigation that can be put forward to reduce the uncertainty of whether a cumulative effect could occur and it is not within the remit of the B&amp;NES Core Strategy to address potential effects of traffic associated with Bristol Airport.</p>	<p>No response required.</p>
<p>Bristol Core Strategy Submission version (2010)</p>	<p>Potential negative cumulative effect on air quality and traffic congestion</p>	<p>There is a focus of new housing development in south Bristol. This could potentially increase traffic commuting into Bath from Bristol which could potentially lead to a negative cumulative effect on air quality and traffic congestion affecting Bath and Keynsham.</p>	<p>The Bath Package would mitigate for cumulative effects with regards to air quality and traffic in Bath. However, there is currently uncertainty that the Bath Package will receive the funding that it needs in order to go ahead. There would also be a need for the Bath Package to come forward in time for development outside of Bath to ensure people are using sustainable methods of travel to enter Bath.</p> <p>The Greater Bristol Bus Network will link Bristol, Bath, Keynsham, Midsomer Norton and Radstock with showcase bus corridors. The Greater Bristol Bus Network would mitigate for cumulative effects in Keynsham by improving the bus services between Bristol, Keynsham and</p>	<p>No response required.</p>

<p>Wiltshire Core Strategy</p>	<p>Uncertain potential negative cumulative effect on air quality and traffic levels in Bath.</p>	<p>Growth in Chippenham and Bradford on Avon could potential increase commuting into Bath which could result in a potential negative cumulative effect on air quality and traffic levels in Bath. However, this is uncertain because the balance of employment use and housing that would be proposed within these settlements (and therefore the potential for the balance to mitigation in commuting) is not known.</p>	<p>Bath. Cumulative effects associated with increased congestion in Bath from in commuting from Chippenham and Bradford on Avon could be mitigated through the Bath Package which includes a new park and ride on the east of Bath. However, there is currently uncertainty that the Bath Package will receive the funding that it needs in order to go ahead.</p>	<p>No response required.</p>
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## Monitoring Measures

The SEA Regulations require the significant environmental effects of plans and programmes to be monitored, in order to identify at an early stage unforeseen adverse effects, and to be able to take appropriate action where necessary. The monitoring undertaken on the Core Strategy will help to:

- Monitor the significant effects of the plan;
- Track whether the plan has had any unforeseen effects;
- Ensure that action can be taken to reduce / offset the significant effects of the plan; and
- Provide baseline data for the next SA and to provide a picture of how the environment / sustainability criteria of the area are evolving.

The requirements of the SEA Regulations focus on monitoring the effects of the plan. This equates to both the plan's significant effects and also unforeseen effects. Indicators for monitoring the potential significant sustainability effects of the Core Strategy are proposed in Table NTS 6 and these relate to the potential negative effects of the Core Strategy which have not been mitigated. A longer set of contextual indicators are proposed in Annex I of the main report which should monitor potential unforeseen effects of the Core Strategy.

Monitoring will allow the Council to identify whether the recommended mitigation measures from the SA have been effective and develop further mitigation proposals that may be required where unforeseen adverse effects are identified. In some cases monitoring may identify the need for a policy to be amended or deleted, which could trigger a review of the Core Strategy, or for further policy guidance to be developed (for example an SPD).

Bath & North East Somerset Council will report significant sustainability effects in future Annual Monitoring Reports published each December.

<b>Potential issue</b>	<b>Proposed indicators</b>	<b>Published targets</b>	<b>Source of data</b>	<b>Frequency of reporting</b>
Municipal waste	6b: Amount of municipal waste arising, and managed by management type and the percentage each management type represents of the waste managed	The recycling target in B&NES is 50% in 2009/10.	AMR	Annual
Construction	Tonnage of	From Rubbish to Resource,	Environment	Annual

<b>Table NTS 6: Proposed Monitoring Programme – Significant Effects Indicators</b>				
<b>Potential issue</b>	<b>Proposed indicators</b>	<b>Published targets</b>	<b>Source of data</b>	<b>Frequency of reporting</b>
waste	construction and demolition waste produced and proportion that is recycled / reused.	The Regional Waste Strategy: to ensure that by the year 2020 over 45% of waste is recycled and reused and less than 20% of waste produced in the region will be landfilled. In cooperation with 4 district councils (West of England Joint waste Strategy) the aim is to reduce landfill by 75% over the next five years.	Agency	
Recycled aggregates	M2: Production of (i) secondary and (ii) recycled aggregates	N/A	AMR	Annual
Air quality	Annual Mean concentrations of all regulated air pollutants (i.e. benzene, 1.3 butadiene, carbon monoxide, lead, nitrogen dioxide, particles (pm <sub>10</sub> ), sulphur dioxide)	Member States are required to reduce exposure to PM2.5 in urban areas by an average of 20% by 2020 based on 2010 levels. It obliges them to bring exposure levels below 20 micrograms/m <sup>3</sup> by 2015 in these areas. Throughout their territory Member States will need to respect the PM2.5 limit value set at 25.	B&NES	Bi-annual

## Next Steps

A Sustainability Appraisal (SA) adoption statement will need to be published in accordance with the SEA Regulations (Statutory Instrument 2004 No. 1633 on The Environmental Assessment of Plans and Programmes). These regulations state that as soon as reasonably practicable after the adoption of the plan a statement should be produced and published setting out how environmental considerations and opinions expressed through consultation have been taken into account in the planning process.