



Bath & North East Somerset
Core Strategy

Sustainability Appraisal Report
Annex H: Potential Cumulative Effects

Prepared for:


Bath & North East Somerset Council

Prepared by:
ENVIRON
Exeter, UK

Date:

April 2011

Project or Issue Number:
68C13479

Contract/Proposal No:	68C13479
Issue:	3
Annex:	H
Author (signature):	V Pearson
Project Manager/Director (signature):	J Curran
	
Date:	April 2011

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Version Control Record				
Issue	Description of Status	Date	Reviewer Initials	Authors Initials
A	First draft	28/10/10		VP
2	Final - Publication	18/11/10	JC	VP
3	Final - Submission	26/04/11	JC	JC

Table H.1: Potential cumulative effects		
Plan / programme / project	Potential cumulative effect	Mitigation / enhancement measures needed
Plans and programmes		
<p>Wiltshire Core Strategy</p> <p>The Wiltshire Core Strategy timetable has been amended to ensure that the council reacts appropriately to recent changes to the regional policy perspective and the prospect of further legislation in the form of the proposed 'Localism Bill'.</p> <p>The Draft Core Strategy is currently being prepared and draft policy options are being developed. The consultation on draft policy options has been scheduled to take place during 2011 and the strategy should be adopted during Autumn 2012.</p> <p>The consultation of Wiltshire 2026 – Planning for Wiltshire's Future, a stage in the preparation of the Wiltshire Core Strategy, took place between 30 October and 31 December 2009.</p>	<p>Wiltshire 2026 outlines the total number of new dwellings to be allocated in the Core Strategy as 14,850, with 4,550 of these in west Wiltshire. However, the document also states 'Recent statements by the Government Office for the South West (GOSW) have cast doubt on the weight which should be accorded to the revised housing figures by local planning authorities in the preparation of their core strategies. Wiltshire Council has therefore had regard to the housing figures proposed for its area in the preparation of this consultation document. However, the figures set out in Wiltshire 2026 are included for the purposes of public consultation rather than as the council's policy....'</p> <p>The amount of housing proposed in Wiltshire is therefore currently unknown.</p> <p>The total area of employment land proposed in Wiltshire 2026 is 336 ha, of which 154.3 ha is proposed in west Wiltshire. This figure includes existing commitments in the form of local plan allocations and outstanding planning consents.</p> <p>The potential for cumulative effects is uncertain because the location and quantum of development in Wiltshire is uncertain.</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</p>	<p>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>

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	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>Bristol Core Strategy Submission version (2010)</p> <p>Policy BCS5 sets out this Core Strategy’s overall approach to housing delivery.</p>	<p>Housing:</p> <ul style="list-style-type: none"> • South Bristol: A minimum of 10,000 new homes at locations across South Bristol, with particular concentrations at Knowle West, Hengrove Park and the Hartcliffe campus; • Bristol City Centre: 9,000 new homes (primarily for apartments and town houses); • Inner East Bristol: about 2,000 new homes; • Northern Arc: 3,000 new homes; and • Other Areas of Bristol: about 6,000 new homes over the plan period. <p>Employment Growth:</p> <ul style="list-style-type: none"> • New employment land will be provided in the period 2006 – 2026 to include: 236,000m² of net additional office floorspace, with 150,000m² in the city centre, 50,000m² in South Bristol and 36,000m² distributed amongst town, district and local centres across the city. • 5 - 10 ha of additional industrial and warehousing land around Nover’s Hill and Vale lane Principle Industrial and Warehousing Areas. <p>Key Infrastructure:</p> <ul style="list-style-type: none"> • South Bristol: A potential new transport link between the Hartcliffe Roundabout and the A38 and A370. There has been public consultation on improved access to South Bristol along this 	<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 Bath.</p>

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	<p>route which included consideration of alternative transport solutions as well as road based options. A Park and Ride facility outside Bristol on the A37 is also under consideration.</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>North Somerset Core Strategy</p> <p>The 'Core Strategy Consultation Draft' was produced in November 2009. Before proceeding to the formal publication stage of the Core Strategy, North Somerset are consulting on 'Key Changes October 2010'. The three key proposed changes outlined in the document, which have resulted from responses received to the 'Core Strategy Consultation Draft (2009)' and the revocation of the Government Spatial Strategy, are:</p> <ul style="list-style-type: none"> • Revised locally-derived housing requirements in North Somerset up to 2026 (based on Stage 1 report on methodology and Stage 2 report on housing targets) • Proposed changes to the settlement strategy • Revised approach to growth at Weston-super-Mare (as confirmed by Executive Committee on 20 July 2010) 	<p>Housing:</p> <p>The recommended housing requirement for North Somerset, as outlined in the 'Key Changes October 2010' document, for the period 2006 – 2026 was 13,400 dwellings. This level of housing growth is approximately half of that envisaged by the Regional Spatial Strategy (26,750), and less than that suggested in the Consultation Draft (17,750).</p> <p>Based on a new North Somerset housing requirement of 13,400 dwellings, 6,047 dwellings remain to be identified to 2026 (although it cannot be assumed that all permissions will be implemented). Most of this shortfall will be identified at Weston Villages where the indicative capacity is 5,000 – 6,000 dwellings.</p> <p>Employment:</p> <p>The 'Core Strategy Consultation Draft (2009)' provides for around 29,500 jobs. To facilitate this around 88 hectares of land will be required to meet demand for office, industrial and warehousing (B use classes).</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&NES Core Strategy to address potential effects of traffic associated with Bristol Airport.</p> <p>No mitigation required for the potential positive cumulative effect.</p>

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	<p>Employment provision will be focused at Weston-super-Mare, primarily within the urban extension and at the town centre/gateway area. Elsewhere, appropriate scale provision at Clevedon, Nailsea and Portishead will be identified/approved where this improves self-containment, and reduces out-commuting.</p> <p>Elsewhere, economic activity appropriate to the scale of the settlement will be approved where this leads to greater self-containment and stronger local communities.</p> <p>Infrastructure:</p> <p>Bristol International Airport: The 2003 Air Transport White Paper supports the development of Bristol International Airport (BIA) to accommodate up to 12 million passengers per annum (mppa) by 2030. Draft RSS (Policy RTS6) confirms that this is the level of growth to be planned for.</p> <p>The 'Core Strategy Consultation Draft (2009)' states that development requiring consent up to 2011 is provided by Policy T/12 of the North Somerset Replacement Local Plan and is the subject of a current planning application.</p> <p>No potential cumulative effects are identified with regards to the housing and employment growth identified in North Somerset as this will all be directed to the western parts of the North Somerset District.</p> <p>The expansion of Bristol Airport could potentially increase traffic movements across B&NES, if increased flights are proposed. However, the potential for a negative effect with regards to</p>	
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	<p>traffic is uncertain as it is not clear whether increases in traffic on certain roads within B&NES is likely.</p> <p>A potential positive cumulative effect could occur in relation to the promotion of local businesses. The expansion of Bristol airport could support high value businesses in combination with improvements to office space within the B&NES District.</p>	
<p>South Gloucestershire Pre-Submissions Publication of the Core Strategy (2010)</p> <p>Consultation on the Pre-Submissions Publication of the Core Strategy ended on 6th August 2010. The council will now decide what changes are required to the 'Draft Core Strategy' as a result of the received representations. The next stage of the 'Core Strategy' will be 'submission' for independent examination in 2011.</p>	<p>Most new development will take place within the communities of the North and East Fringes of Bristol urban area.</p> <p>Housing:</p> <p>The Draft Core Strategy proposes 21,500 homes to be built in total between 2006 and 2026. Around 2,600 have already been built. And of the remaining 18,900, over 12,200 have already been granted planning permission or allocated as a housing development in the Council's Local Plan from 2006.</p> <p>Employment:</p> <p>The Draft Core Strategy proposes land is allocated for 14ha of employment land at Charlton Hayes (Northfield) in Patchway (north of Bristol) and a major mixed-use development is allocated at Emersons Green East (north east of Bristol), comprising a science park, 19ha of employment land.</p> <p>Infrastructure:</p> <p>Major infrastructure projects outlined in the Draft Core Strategy (2010) include:</p>	<p>No mitigation required.</p>

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	<ul style="list-style-type: none"> • A nuclear power station at Oldbury; and • Severn Tidal Power Development. <p>At present, the Council cannot agree in principle with the decision to include Oldbury on the list of sites for new nuclear power stations. The Severn Tidal Power Development proposal has recently been shelved.</p> <p>A potential nuclear power station at Oldbury is not likely to cause a potential cumulative effect with the B&NES Core Strategy because Oldbury is in the west of South Gloucester, on the banks of the Severn Estuary.</p> <p>Due to the location of proposed new employment and housing in South Gloucester, it is considered unlikely that a cumulative effect will occur with the B&NES Core Strategy.</p>	
<p>Mendip Core Strategy</p> <p>The Core Strategy for Mendip is currently being prepared. Mendip’s Time to Plan campaign will inform Mendip’s Local Development Framework Core Strategy. On 13th February 2009 the Time to Plan consultation of the ‘Local Development Framework Core Strategy (Further issues and Options (Dec 2008)’ was completed. A summary of the responses to the ‘Time to Plan’ campaign are defined in the ‘Time to Plan Consultation Responses Summary (June 2009).</p>	<p>Housing:</p> <p>The Core Strategy (Further issues and Options) consultation document (Dec 2008) does not set out figures for housing growth. However, the document does state that ‘once the overall housing requirement for the district is determined and the spatial strategy is resolved, the Core Strategy will present the number of homes allocated..’</p> <p>Employment:</p> <p>The Core Strategy (Further issues and Options) consultation document (Dec 2008) does not set out figures for employment growth. However, the document does state the council suggested the need to apply some discretion according to the nature of the particular site and the levels of future</p>	<p>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.</p>

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	<p>employment land that are estimated to be required in each particular settlement, for example:</p> <ul style="list-style-type: none"> • Not all employment land was worthy of protection or desirable to retain. • It could prejudice the delivery of housing, including affordable housing, on brownfield land. <p>This approach was consulted upon and some alternatives were offered.</p> <p>The spatial strategy and quantum of housing and employment development are not known, therefore the potential for a cumulative effect in relation to the B&NES Core Strategy is uncertain.</p>	
<p>West of England Joint Transport Plan (2006)</p> <p>The Joint Local Transport Plan (JLTP 2006) sets out a range of challenging targets to improve the quality and reliability of the West of England’s road transport network and reduce road casualties. The JLTP 2006 identified that major improvements are needed in both public transport and the strategic road network.</p> <p>LTP3 is in preparation but is not yet out to consultation.</p>	<p>The JLTP includes two major scheme packages that have the potential to cause a cumulative effect in association with the B&NES Core Strategy.</p> <p>The Bath Package is a series of transport measures designed to reduce congestion, pollution and energy consumption whilst improving public transport in Bath. The proposals within the package underpin the future development vision for Bath and will help to create a step change in public transport, reduce congestion and air quality and support development in Bath, especially supporting the Bath Western Riverside regeneration project. A potential positive cumulative effect could occur because the purpose of the JLTP is to support development in Bath.</p> <p>The Greater Bristol Bus Network will link Bristol, Bath, Keynsham, Midsomer Norton and Radstock</p>	<p>No mitigation required.</p>

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	<p>with showcase bus corridors. These routes will include a range of measures that will improve the speed, reliability, comfort and image of conventional bus travel across the area. A potential positive cumulative effect could occur because the development of a high quality public transport network could support development in the three main settlements in Bath and North East Somerset and support travel between them in a sustainable way.</p>	
<p>Bath & North East Somerset Local Plan adopted 2007 (Saved Policies M1 –M12)</p> <p>Saved minerals policies are to be reviewed through the Placemaking DPD alongside the minerals allocations in the Local Plan.</p>	<p>Saved Policy M1 permits minerals developments where the adverse environmental effects are either acceptable or mitigation measures can be employed. Saved policy M8 also protects amenity from minerals development and saved Policy M9 includes requirements for highways access.</p> <p>The following sites are allocated as Preferred Areas for Mineral Extraction:</p> <ol style="list-style-type: none"> 1.Stowey Quarry, Bishop Sutton; 2.Upper Lawn Quarry, south of Bath; <p>The following site is allocated as an Area of Search:</p> <ol style="list-style-type: none"> 1.Land at north of Freshford. <p>Land at Queen Charlton Quarry is allocated as a Minerals Restoration Site.</p> <p>No potential cumulative effects are identified in relation to these allocated sites and the B&NES Pre-Submission Core Strategy.</p>	<p>No mitigation required.</p>
<p>West of England Joint Waste Core Strategy Development Plan Document</p> <p>This plan is a planning framework for where waste</p>	<p>In line with the JLTP (above), the JWCS seeks to ensure that waste facilities are located with minimal impact on a strategic road network that is</p>	<p>Any planning applications for residual waste treatment facilities would be subject to Environmental Impact Assessment which would</p>

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<p>of all types - industrial and commercial as well as household – generated in Bath and North East Somerset, Bristol City, North Somerset and South Gloucestershire could be handled and treated. The emphasis is on recovering value from waste. The four unitary authorities for these areas submitted the West of England Joint Waste Core Strategy Development Plan Document to the Secretary of State on the 30th July 2010 for independent examination.</p>	<p>approaching or at capacity and encouraging waste to be managed as close to the point of origin as possible.</p> <p>The JWCS contains policies on waste prevention, non-residual waste treatment, recycling, recovery, residual waste management and allocates sites for waste management facilities. The following sites are allocated for residual waste management:</p> <ul style="list-style-type: none"> • BA19 Broadmead Lane, Keynsham; and • BA12 Former Fuller’s Earth Works, Fosseway, Bath. <p>The potential technology to be used at these sites would be determined by a private planning application. Energy recovery could be proposed at these sites which could release emissions to air. Waste related traffic could be generated by waste developments in these areas. The potential for negative cumulative effects on air quality and traffic, in combination with the B&NES Core Strategy are uncertain.</p> <p>However, the fact that waste management sites will be located on the outskirts of Bath and at Keynsham is positive because this means that the waste produced by growth in Bath and Keynsham (the main areas of growth) will be treated near to source. This will reduce the miles travelled and this will have a positive effect on carbon emissions. The significance of this effect is not certain because the facilities rely on private planning applications coming forward.</p>	<p>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.</p> <p>No mitigation is required for the potential positive effect.</p>
Cumulative effects of different policies in the plan		
Rural Areas Spatial Strategy	A potential negative cumulative effect has been identified in relation to housing development	This effect should be mitigated by the Infrastructure Provision Core Policy which requires

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	<p>putting pressure on existing facilities, such as schools, public transport and Park and Ride facilities.</p>	<p>new development to be supported by the timely delivery of the required infrastructure to provide balanced and more self contained communities. The supporting text of the Infrastructure Provision Core Policy states that 'infrastructure' includes physical, social and green infrastructure. The supporting text of the Infrastructure Provision Core Policy has been amended to refer to the need for potential cumulative effects to be considered in response to this potential cumulative negative effect.</p>
<p>Energy Hierarchy, CPI Retrofitting Existing Buildings, CP2 Sustainable Construction, CP3 Renewable Energy, CP4 District Heating</p>	<p>A potential positive cumulative effect has been identified because measures encouraged through the energy hierarchy policy and policies CP1 to CP4 could result in an overall cumulative effect on reducing greenhouse gas emissions.</p>	<p>No mitigation required.</p>
<p>CP7 Green Infrastructure</p>	<p>A potential positive cumulative effect has been identified for 'SA Objective 14: Encourage and protect habitats and biodiversity (taking account of climate change)' 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.</p>	<p>No mitigation required.</p>