Sustainability Appraisal (SA) for the Bath and North East Somerset Local Plan

SA Technical Note

January 2025

Delivering a better world

Quality information

Prepared by	Checked by	Verified by	Approved by
CB: Associate Director	NCB: Technical Director	CB: Associate Director	CB: Associate Director

Revision History

Revision	Revision date	Details	Name	Position
V1	15 Jan 2025	First draft for client review	CB	Associate Director, AECOM
V2	28 Jan 2025	Final draft for consultation	CB	Associate Director, AECOM

Prepared for:

Bath and North East Somerset

Prepared by:

AECOM Limited
Aldgate Tower
2 Leman Street
E1 8FA
United Kingdom

T: 020 7061 7000
aecom.com

Table of Contents

1. Introduction

1.1 Background

1.1.1 AECOM is commissioned to lead on Sustainability Appraisal (SA) in support of the emerging Bath and North East Somerset Local Plan. SA is a mechanism for considering and communicating the likely effects of an emerging plan, and alternatives, with a view to avoiding and mitigating adverse effects and maximising potential positive effects. SA of Local Plans is a legal requirement.[1]

1.1.2 SA is undertaken in-line with the procedures prescribed by the Environmental Assessment of Plans and Programmes Regulations 2004, which states a report (known as the SA Report) must be published for consultation alongside the Draft Plan that essentially "*identifies, describes and evaluates*" the likely significant effects of implementing "*the plan, and reasonable alternatives*". [2]

1.1.3 SA is an iterative process, that evolves as the Local Plan evolves. Bath and North East Somerset Council consulted on a draft Local Plan Options Document in 2024, under Regulation 18 of the Town and Country Planning (Local Planning) (England) Regulations 2012 and this was accompanied by an Interim SA Report (2024).

1.1.4 Since this consultation, there have been key changes to the National Planning Policy Framework (NPPF) which have affected the options for the Local Plan that were explored and publicised through the Local Plan Options Document (2024) and Interim SA Report (2024). The changes have significant implications for the plan/ proposals that have been presented to date, requiring the Council to revisit earlier plan stages and identify new options. These changes are discussed in more detail in this report.

1.1.5 At this stage, the Council are seeking to communicate the NPPF changes and their likely impacts for the Local Plan, to the public and relevant stakeholders through informal consultation. This is given that the Local Plan timetable is likely to now undergo delays as the evidence base is revisited, and Regulation 18 consultation will need to be re-run.

1.2 This SA Technical Note

1.2.1 As a means of assisting in communicating the key messages and impacts to the Local Plan, this SA Technical Note is being publicised alongside the informal update document. It is intended to be an informative note rather than a detailed SA Report, that can support the public and stakeholders in understanding the key issues and options for the emerging Local Plan following the changes to the NPPF.

[1] Since provision was made through the Planning and Compulsory Purchase Act 2004 it has been understood that local planning authorities must carry out a process of Sustainability Appraisal alongside plan-making. The centrality of SA to Local Plan-making is emphasised in the National Planning Policy Framework (2012) and subsequent revisions (2024). The Town and Country Planning (Local Planning) (England) Regulations 2012 require that an SA Report is published for consultation alongside the 'Proposed Submission' plan document.
[2] Regulation 12(2) of the Environmental Assessment of Plans and Programmes Regulations 2004

1.2.2 This Technical Note is structured to address the following key objectives for this informal update:

- Communicating the updates to the NPPF and what this means for the Local Plan and SA processes.
- Describing the updated approaches that are currently being explored for the Local Plan.
- Assessing these approaches to communicate the likely sustainability merits and constraints of each.
- Informing the public and stakeholders on the next steps for plan-making and SA.

1.2.3 In assessing the approaches, the SA will still be guided by the SA framework established through scoping in 2023 (and updated in 2024). The SA framework is essentially a list of themes and objectives that should be a focus of, and provide a broad methodological framework for, the SA. The summary SA framework that is guiding this assessment is presented in Table 1.1.

Table 1.1: Summary SA framework

SA theme	SA objective
Health and wellbeing	Improve the health and well-being of all communities and create healthy places
Housing	Meet identified needs for sufficient, high-quality housing including affordable housing
Communities	Promote stronger, more vibrant and cohesive communities and reduce anti-social behaviour, crime, and the fear of crime
	Create inclusive environments which foster good relations between people and support high-quality living environments with good access to housing and services.
Economy	Build a strong, prosperous and fairer economy and enable local businesses to prosper
Transportation	Ensure everyone has access to high quality and affordable public transport, cycling and walking infrastructure
Landscape	Protect and enhance local environmental distinctiveness and the character and appearance of landscapes
Historic environment	To conserve and enhance the historic environment, heritage/ cultural assets and their settings
Biodiversity	Conserve and enhance the condition and extent of Biodiversity in the district
Natural resources	Reduce land, water, air, light, and noise pollution
Climate change	Reduce vulnerability to, and manage flood risk (taking account of climate change)
	Reduce negative contributions to climate change, increase resilience and promote adaptation to climate change
	Encourage careful, efficient use of natural resources including energy and encourage sustainable construction
Waste	Promote waste management accordance with the waste hierarchy (Reduce, Reuse and Recycle)

2. National policy changes impacting the Local Plan and SA

2.1 NPPF update

2.1.1 In July 2024, the government published consultation on its proposed changes to the National Planning Policy Framework (NPPF). Whilst these changes are relatively extensive in nature, a key change that has affected the current plans of many Local Authorities across England is the updated way that housing need is calculated. For Bath and North East Somerset (B&NES), along with many other authorities, the updated calculation would result in a very significant uplift in the housing numbers that should be planned for over the emerging plan period.

2.2 Impacts for the Local Plan and SA

2.2.1 The significant uplift in housing numbers has impacted the current work to identify a spatial strategy for the emerging B&NES Local Plan. The NPPF published the updated method for calculating housing need in December 2024, which has resulted in an uplift broadly similar to that consulted on in July 2024. The uplift for B&NES has seen Local Housing Needs (LHN) rise from 717 dwellings per annum (as consulted on previously in the Local Plan Options Document and Interim SA Report) to 1,471 dwellings per annum. This in effect doubles the number of homes that will need to be planned for and distributed across the District during the plan period. Over a 20-year period this would equate to 29,420 new homes.

2.2.2 On this basis, there is a need to revisit the spatial strategy and plan for where these additional homes could be accommodated/ located. This will build upon the work undertaken to date to identify potential development locations and would seek to continue to focus growth at the most sustainable locations in the District, in line with the spatial priorities set out in the Local Plan Options Document (2024).

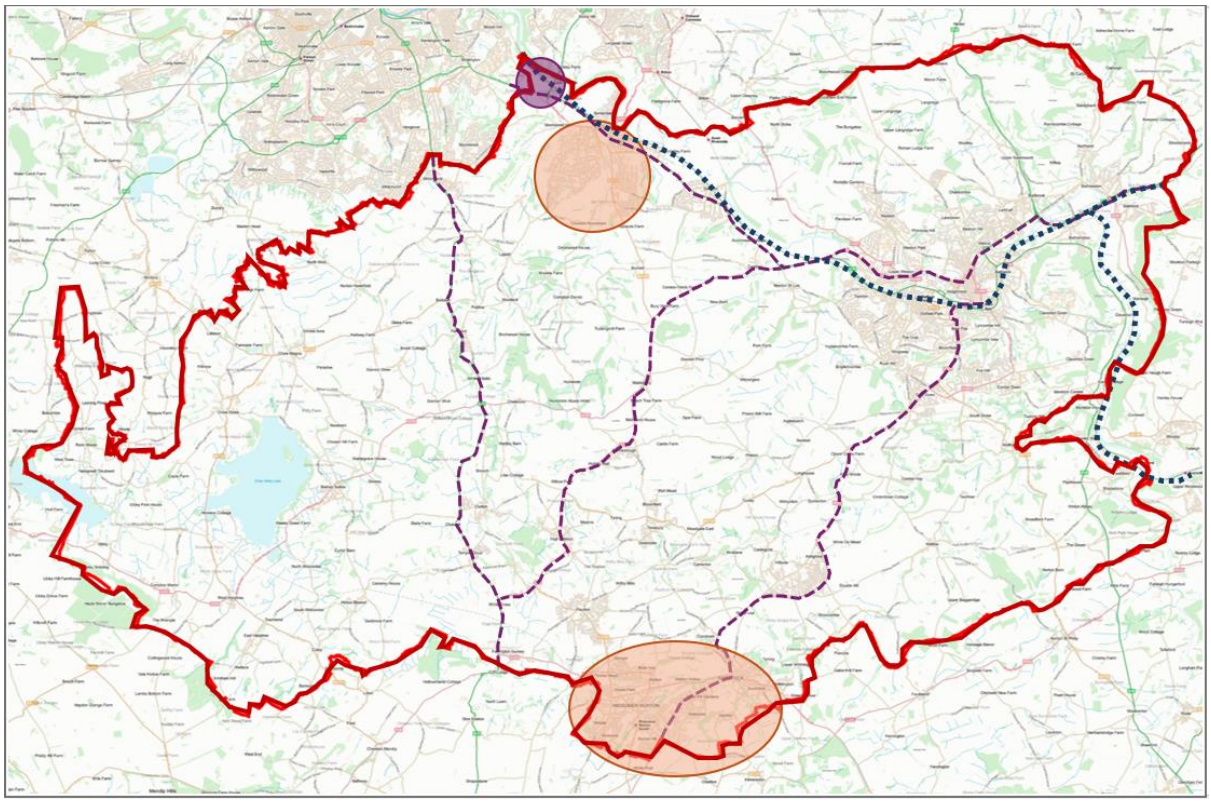
2.2.3 As part of this informal consultation, the Council are also running another call for sites to support the identification of the best possible sites to deliver against the housing and economic development needs over the plan period.

3. Updated options for the Local Plan

3.1 Introduction

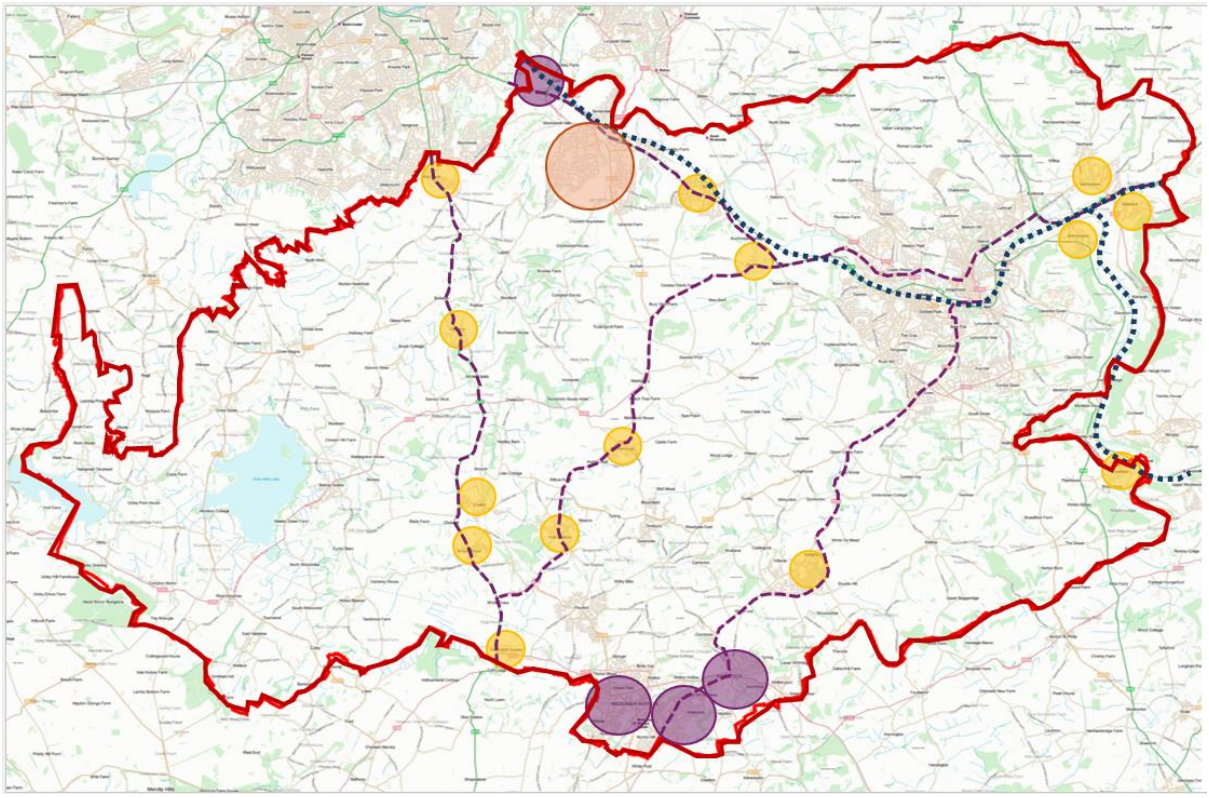
3.1.1 AECOM and B&NES Council have undertaken workshops and are developing evidence to identify potential approaches for the spatial strategy. The current work has identified four primary potential spatial strategy approaches which are outlined in the Resetting the Local Plan update document. In addition, a fifth approach, representing the widest dispersal of development, is not outlined in the Resetting the Local Plan document but is appraised here. The focus of this SA Technical Note and presented in this Chapter is an appraisal of the sustainability effects of all five strategy approaches.

3.2 Option 1: Focused urban expansion areas



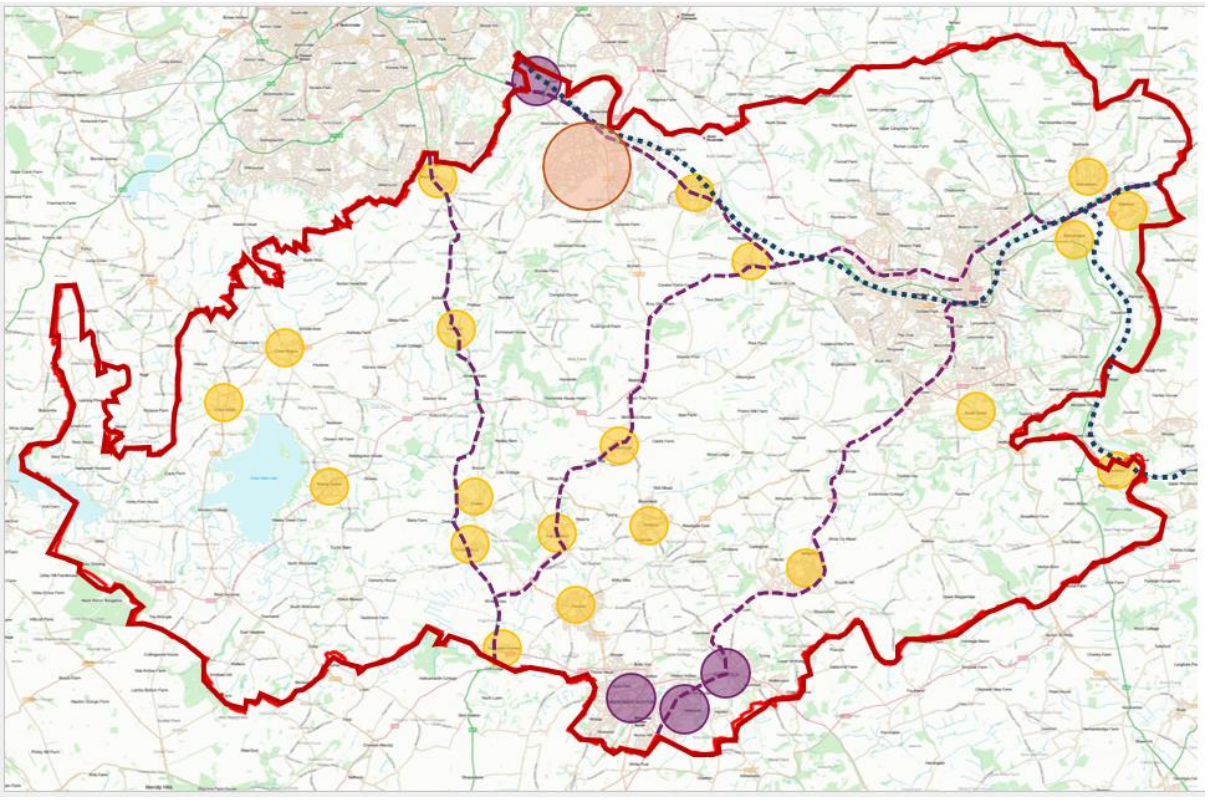
3.2.1 Under Option 1 the approach would focus most growth over the plan period in two main sub-areas: Keynsham and Saltford in the north, and Radstock and Midsomer Norton in the south. Additional growth would also be expected around Hicks Gate. This option seeks to focus all growth at the some of the most sustainable and accessible settlement areas in the District (where available sites can be identified).

3.3 Option 2: Focused growth along sustainable transport corridors



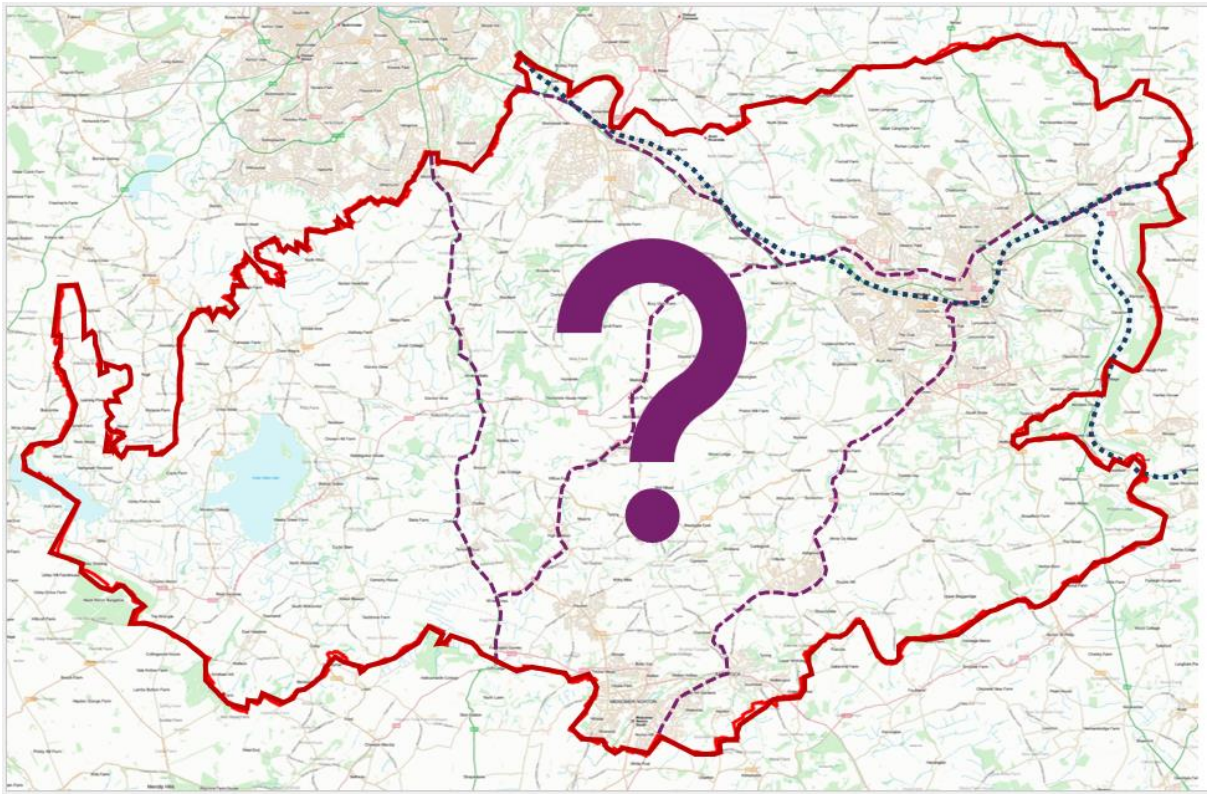
3.3.1 Whilst the approach under Option 2 disperses growth more widely than Option 1, it is still considered to focus development along sustainable transport corridors, including: the A4, A36, A37, A39, and the A367 as the main road links between Bristol, Bath, and the Somer Valley. Most growth would be directed to the higher tier settlement areas of Keynsham and Saltford, Hicks Gate, Midsomer Norton and Radstock but this would be supported by additional growth at some of the smaller villages along the transport corridors.

3.4 Option 3: Dispersed development to include more villages deemed relatively sustainable



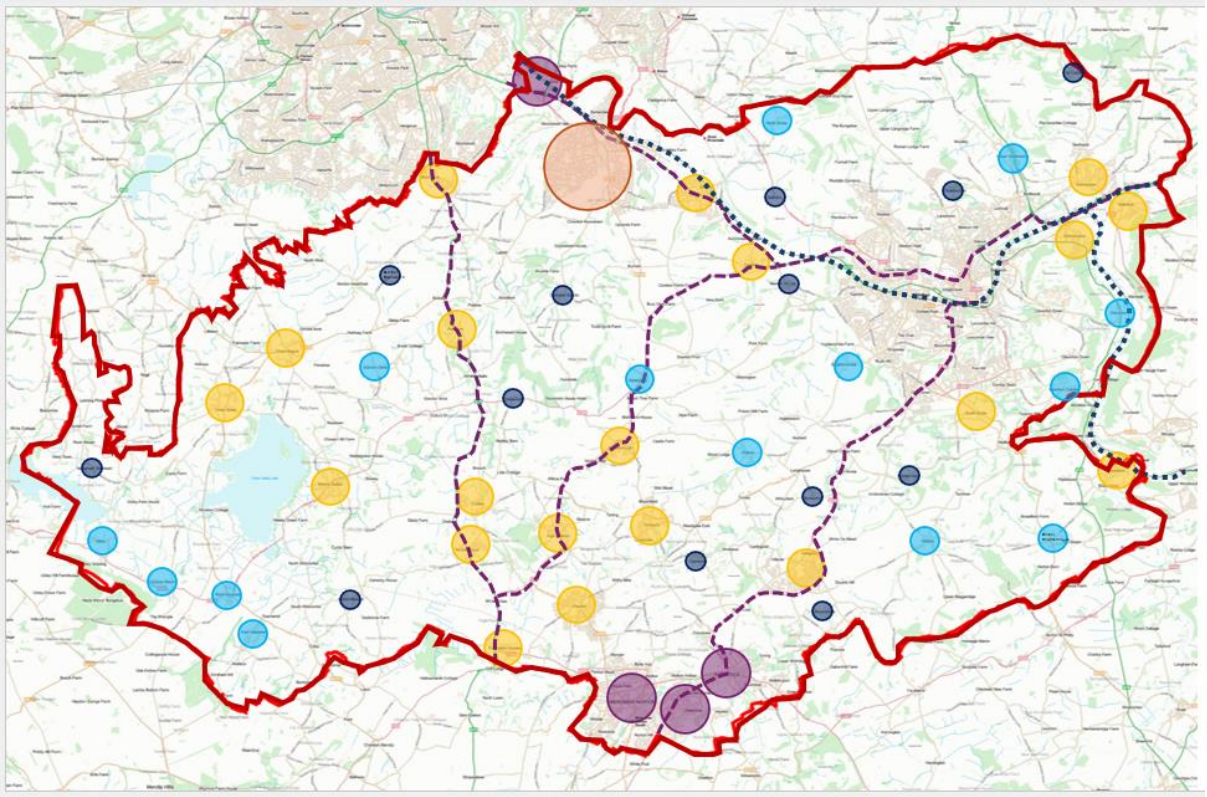
3.4.1 The approach under Option 3 would disperse development more widely across the district. It would maintain the same focus as Option 2 (along transport corridors) but including growth at additional villages (beyond the main transport corridors) that are deemed relatively sustainable (e.g., containing a relatively good level of local services and facilities and/ or close links to higher tier settlement areas).

3.5 Option 4: New settlement(s) or expanded settlement(s)



3.5.1 Option 4 presents an approach which would focus most growth in one or more entirely new growth area(s), either as a new settlement or an expanded settlement. Whilst it is anticipated that smaller sites would still be identified to support a short-term housing supply, most growth would be focused at one or more new growth location(s). At this point in time, no such available sites have been identified that could accommodate this scale of growth. Should such an opportunity arise it is recognised that significant evidence base development work would need to be developed to demonstrate the feasibility of this option. The option is also likely to have long lead-in times.

3.6 Option 5: Widely dispersed development



3.6.1 Option 5 is an approach that is not being presented in the Resetting the Local plan update document but is being tested through the SA in order to understand illustrate likely sustainability effects. The option presents an approach for the widest dispersal of development including small-scale growth across the lower tier villages and hamlets. This option is considered likely to deliver the most growth, potentially with an ability to help contribute to meeting the unmet housing needs of Bristol. The option could look to allocate sites in smaller villages and hamlets, or place greater emphasis on neighbourhood planning by directing housing figures to some areas.

4. Assessment of the updated options

4.1 Introduction

4.1.1 This chapter explores the sustainability merits and constraints associated with each of the options (presented in Chapter 3) in relation to the SA themes established through scoping (see Table 1.1).

4.2 Methodology

4.2.1 For each of the options, the assessment examines likely significant effects on the baseline, judged based on the relative sustainability merits and constraints.

4.2.2 Every effort is made to predict effects accurately; however, this is inherently challenging given the high-level nature of the options under consideration. The ability to predict effects accurately is also limited by understanding of the baseline (now and in the future under a 'no plan' scenario). In light of this, there is a need to make considerable assumptions regarding how scenarios will be implemented 'on the ground' and what the effect on particular receptors would be.

4.2.3 Based on the evidence available efforts are made to indicate a rank of preference. The number indicates the rank not the likely significant effects. This is helpful, as it enables a distinction to be made between the alternatives even where it is not possible to distinguish between them in terms of 'significant effects'. For example, if an option is ranked as 1 then it is judged to perform better against that SA theme compared to an option that is ranked 2. '=' has been used to highlight where options perform equally and cannot be differentiated between. The ranking is against individual SA objectives and objectives are not weighted in the SA. The ranking does not indicate a preferred approach, and the rankings should not be simply added to give the highest/ lowest performing option.

4.3 Assessment outcomes

Health and wellbeing	Option 1: sub-area focus	Option 2: transport corridor focus	Option 3: dispersed development	Option 4: new/ extended settlement(s)	Option 5: widely dispersed development
Sustainability merits	• Accessible development locations • Best access to existing healthcare facilities • Best availability of active travel infrastructure	• Accessible development locations • Good access to healthcare facilities • Good availability of active travel infrastructure • Potential to support investment in infrastructure in more sustainable villages	• Potential to contribute to enhancement/ expansion of local healthcare facilities and active travel connections • More rural development providing residents with good access to the countryside/ nature.	• Good opportunity to provide new healthcare facilities and reduce strain on existing facilities • Good opportunity to deliver new active travel infrastructure	• More rural development providing residents with good access to the countryside/ nature.
Sustainability constraints	• Potential for existing community amenities, such as health and education facilities to be at capacity	• Potential for existing community amenities, such as health and education facilities to be at capacity	• Less accessible development locations • More limited access to healthcare facilities and leisure and sport opportunities. • More limited availability of active travel infrastructure	• Only delivers new homes in one settlement • Will do less to deliver health, leisure and recreational facilities in the location with current significant need.	• Least accessible development locations • Most limited access to healthcare facilities • Most limited availability of active travel infrastructure
Likely effects	Significant positive	Significant positive	Significant positive	Significant positive	Minor positive
Mitigating factors	Viability of new/ improved infrastructure delivery Capacity assessments	Viability of new/ improved infrastructure delivery Capacity assessments	Capacity assessments	Viability of new infrastructure delivery	Capacity assessments
Rank	1	2	4	3	5

Housing	Option 1: sub-area focus	Option 2: transport corridor focus	Option 3: dispersed development	Option 4: new/ extended settlement(s)	Option 5: widely dispersed development
Sustainability merits	• Accessible development locations • Potential for higher density development due to more urban locations	• Accessible development locations • Potential for higher density development due to more urban locations	• More widely dispersed delivery of affordable housing, including in greater range of locations with significant need • Eases housing pressure in cities and towns, reducing the risk of over-concentration in one location	• Potential to design at the neighbourhood scale for high-quality, integrated and cohesive housing schemes • Could play a role in meeting housing need beyond the plan period, as part of a longer-term strategy	• Likely to deliver the greatest number of homes, including affordable homes. • Greater potential to contribute to the unmet housing needs of Bristol (albeit this is uncertain). • More widely dispersed delivery of affordable housing • Eases housing pressure in cities and towns, reducing the risk of over-concentration in one location
Sustainability constraints	• Low dispersal of housing and affordable housing, including at some of the more sustainably located villages	• Low dispersal of housing and affordable housing • Villages are less likely to be suitable for higher density development, which may be required to meet housing needs	• Housing in less accessible areas • Villages are less likely to be suitable for higher density development	• Long lead-in times associated with most of the growth proposed • No potential site identified at this stage leaving uncertainty	• Housing in less accessible areas • Villages and hamlets are less likely to be suitable for higher density development
Likely effects	Significant positive	Significant positive	Significant positive	Uncertain	Significant positive
Mitigating factors	Policy requirements e.g., relating to mix and tenures	Policy requirements e.g., relating to mix and tenures	Policy requirements e.g., relating to mix and tenures	Policy requirements e.g., relating to mix and tenures	Policy requirements e.g., relating to mix and tenures

Housing	Option 1: sub-area focus	Option 2: transport corridor focus	Option 3: dispersed development	Option 4: new/ extended settlement(s)	Option 5: widely dispersed development
Rank	3	3	2	4	1

Communities	Option 1: sub-area focus	Option 2: transport corridor focus	Option 3: dispersed development	Option 4: new/ extended settlement(s)	Option 5: widely dispersed development
Sustainability merits	• Delivers housing in the most established communities, with good potential for integration • Better access to existing community infrastructure	• Delivers housing in the most established communities, with good potential for integration • Better access to existing community infrastructure • Potential to invest in community infrastructure at more sustainable villages	• Potential to deliver infrastructure improvements across more areas • Potential to deliver infrastructure improvements in more areas that experience higher deprivation • Allows young families, key workers and lower-income residents to remain in or move to rural areas, addressing demographic challenges like ageing populations in villages	• Increases opportunities for significant new infrastructure delivery e.g., new senior school, medical facilities	• Potential to deliver infrastructure improvements across more areas • Potential to target more areas that experience higher deprivation • Allows young families, key workers and lower-income residents to remain in or move to rural areas, addressing demographic challenges like aging populations in villages and hamlets
Sustainability constraints	• Greater pressures on settlement identities associated with main towns/ villages • Strain on existing community infrastructure if additional sufficient infrastructure is not provided	• Greater pressures on settlement identities associated with main towns/ villages • Strain on existing community infrastructure if additional sufficient infrastructure is not provided	• Pressures on settlement identities of more settlement areas • Small-scale development has the potential to increase pressures on infrastructure constraints in smaller settlements	• Potential for new settlement to be isolated from existing, well-established communities	• Pressures on settlement identities of more settlement areas • Small-scale development has the potential to increase pressures on infrastructure constraints in smaller settlements • May deliver homes in locations less accessible to key services, facilities and amenities

Communities	Option 1: sub-area focus	Option 2: transport corridor focus	Option 3: dispersed development	Option 4: new/ extended settlement(s)	Option 5: widely dispersed development
Likely effects	Mixed	Mixed	Mixed	Mixed	Mixed
Mitigating factors	Viability of infrastructure improvements Capacity assessments	Viability of infrastructure improvements Capacity assessments	Capacity assessments	Viability of new infrastructure Design factors	Capacity assessments
Rank	=	=	=	=	=

Economy	Option 1: sub-area focus	Option 2: transport corridor focus	Option 3: dispersed development	Option 4: new/ extended settlement(s)	Option 5: widely dispersed development
Sustainability merits	• Most accessible/ well-connected areas • Existing employment opportunities in the main settlements • Potential for mixed-use development/ co-location	• Most accessible/ well-connected areas • Existing employment opportunities in the main settlements • Potential for mixed-use development/ co-location • Some potential to improve rural economies by bringing in new residents who will support economic vitality.	• Potential to improve rural economies by bringing in new residents who will support economic vitality	• Potential to deliver new employment areas / opportunities on site • Potential for mixed-use development/ co-location	• Potential to improve rural economies by bringing in new residents who will support economic vitality • Highest level of growth, contributing to an increased workforce
Sustainability constraints			• Development in areas with less sustainable transport connections	• Potential to contribute to increased out-commuting to access employment opportunities	• Development in areas with less sustainable transport connections
Likely effects	Significant positive	Significant positive	Significant positive	Significant positive	Significant positive
Mitigating factors	Integrated economic development planning	Integrated economic development planning	Integrated economic development planning	Integrated economic development planning	Integrated economic development planning
Rank	1	1	2	2	2

Transportation	Option 1: sub-area focus	Option 2: transport corridor focus	Option 3: dispersed development	Option 4: new/ extended settlement(s)	Option 5: widely dispersed development
Sustainability merits	• Development supported by sustainable transport access, including rail access in northern sub-area • Potential to enhance active travel connections • Potential to minimise travel distances as these settlements contain the widest range of services, facilities and job opportunities • Reduces the need to deliver new transport infrastructure	• Development supported by sustainable transport access, including rail access in northern area. • Potential to enhance active travel connections • Potential to minimise travel distances as these settlements contain the widest range of services, facilities and job opportunities • Reduces the need to deliver new transport infrastructure • Potential to invest in transport infrastructure at more sustainable villages	• Potential to expand active travel connections and increase investment in rural transport • The more sustainable villages could encourage walking, cycling or local bus use for short commutes and leisure, promoting active travel	• Potential to secure new sustainable transport connections • Potential to expand active travel connections	• Potential to expand active travel connections and increase investment in rural transport
Sustainability constraints	• High pressures on specific transport corridors e.g., A4	• Medium to high pressures on key transport corridors • Journey distances are likely to be higher than by focusing growth at the main urban areas	• Development in less well-connected areas • Increased traffic pressures on local/ rural roads • Likely increase in car miles	• High pressures on specific transport corridors • Less likely to have rail access • Increases the need for new road construction	• Development in less well-connected areas • Increased traffic pressures on local/ rural roads • Likely increase in car miles • Fewer active travel opportunities

Transportation	Option 1: sub-area focus	Option 2: transport corridor focus	Option 3: dispersed development	Option 4: new/ extended settlement(s)	Option 5: widely dispersed development
			• Fewer active travel opportunities		• Lower tier villages and hamlets are more reliant on private cars; growth without improving transport infrastructure could lead to increased traffic and congestion
Likely effects	Uncertain	Minor positive	Minor negative	Uncertain	Significant negative
Mitigating factors	Transport modelling	Transport modelling	Local transport impact assessments	Transport modelling	Local transport impact assessments
Rank	2	1	4	3	5

Landscape	Option 1: sub-area focus	Option 2: transport corridor focus	Option 3: dispersed development	Option 4: new/ extended settlement(s)	Option 5: widely dispersed development
Sustainability merits	• Focuses growth at the most built-up settlements	• Focuses growth at the most built-up settlements • By directing some growth to the more sustainable villages, there is less risk of urban sprawl at the towns across the district	• By dispersing growth significant settlement extensions are avoided	• Minimises impacts on the landscape to one part of the district. • Retains townscape / villagescape character at the majority of existing settlements	• By dispersing growth significant settlement extensions are avoided
Sustainability constraints	• Greatest potential to impact landscape character through urban sprawl and townscape through densification	• Greatest potential to impact landscape character through urban sprawl and townscape through densification. • Greater potential to impact landscape character of larger/ more sustainable villages.	• Potential to impact landscape character over a larger area	• Potential for significant changes to the landscape in one location	• Development within National Landscapes • Highest level of growth, with potential to impact landscape character over a larger area
Likely effects	Significant negative	Significant negative	Significant negative	Significant negative	Significant negative
Mitigating factors	Design and layout of development	Design and layout of development	Design and layout of development	Design and layout of development	Design and layout of development
Rank	2	3	4	1	5

Historic environment	Option 1: sub-area focus	Option 2: transport corridor focus	Option 3: dispersed development	Option 4: new/ extended settlement(s)	Option 5: widely dispersed development
Sustainability merits	• Focuses growth at the most built-up settlements	• Focuses growth at built-up settlements	• By dispersing growth heritage assets are less likely to be impacted by significant urban extensions	• Minimises impacts on the historic environment to one part or limited parts of the district. • Retains historic character at the majority of existing settlements	• By dispersing growth heritage assets are less likely to be impacted by significant urban extensions
Sustainability constraints	• Significant growth at a select few settlements means that heritage assets in these settlements are more likely to be impacted by development	• Significant growth at a select few settlements means that heritage assets in these settlements are more likely to be impacted by development	• Increased development is likely to take place in the vicinities of historic settlements rich in heritage assets.	• Potential for significant changes to the historic environment in one location	• Increased development is likely to take place in the vicinities of historic settlements rich in heritage assets. Highest level of growth, with potential to impact the historic environment over a larger area
Likely effects	Significant negative	Significant negative	Significant negative	Significant negative	Significant negative
Mitigating factors	Design and layout of development	Design and layout of development	Design and layout of development	Design and layout of development	Design and layout of development
Rank	2	3	4	1	5

Biodiversity	Option 1: sub-area focus	Option 2: transport corridor focus	Option 3: dispersed development	Option 4: new/ extended settlement(s)	Option 5: widely dispersed development
Sustainability merits	• Focuses development in the most built-up areas, minimising the dispersal of effects • Biodiversity net gains (BNG) in new development	• Primarily focuses development in the most built-up areas, minimising the dispersal of effects • Biodiversity net gains (BNG) in new development	• Dispersed growth reduces potential for significant impacts on biodiversity • Biodiversity net gains (BNG) in new development	• By focusing growth at one/limited number of location(s), habitats and species are left undisturbed across much of the district • Biodiversity net gains (BNG) in new development	• Dispersed growth reduces potential for significant impacts on biodiversity • Biodiversity net gains (BNG) in new development
Sustainability constraints	• Potential for extensive habitat loss/ fragmentation within sub-areas	• Potential for habitat loss/ fragmentation along transport corridors/ around key settlement areas	• Potential to disturb habitats and species over a wider area	• Potential to significantly disrupt the habitat network in one location	• Potential to disturb habitats and species over a wider area • By delivering the highest level of growth, this option has the greatest potential to disturb habitats and species
Likely effects	Uncertain	Uncertain	Uncertain	Significant negative	Uncertain
Mitigating factors	BNG, landscaping	BNG, landscaping	BNG, landscaping	BNG, landscaping	BNG, landscaping
Rank	1	2	3	5	4

Natural resources	Option 1: sub-area focus	Option 2: transport corridor focus	Option 3: dispersed development	Option 4: new/ extended settlement(s)	Option 5: widely dispersed development
Sustainability merits	• Sustainable transport connections can reduce pressures on air quality	• Sustainable transport connections can reduce pressures on air quality	• Smaller-scale developments can avoid significant impacts in relation to water quality • More dispersed development can reduce focussed pressures at wastewater treatment centres	• Potential for growth to be concentrated in a location with low natural resource value • Viability of infrastructure improvements to reduce pressures on air quality	• Smaller-scale developments can avoid significant impacts in relation to water quality • More dispersed development can reduce focussed pressures at wastewater treatment centres (though localised impacts might still arise)
Sustainability constraints	• Significant loss of natural resources within sub-areas • Concentrated development has greater potential to impact air quality • More development around existing AQMAs • Significant capacity increases may be required at connected wastewater treatment centres	• More development around existing AQMAs	• Higher potential for loss of high-quality agricultural land • Fewer sustainable transport connections can increase pressures on air quality • More dispersed development likely to affect more blue corridors • More dispersed development has greater potential to impact mineral resources	• Significant loss of natural resources in one location • Concentrated development has greater potential to impact air quality • Less likely to include rail access (increasing pressures for air quality)	• Highest level of growth will likely lead to the greatest loss of natural resources • Higher potential for loss of high-quality agricultural land • Fewer sustainable transport connections can increase pressures on air quality • More dispersed development likely to affect more blue corridors • More dispersed development has greater potential to

Natural resources	Option 1: sub-area focus	Option 2: transport corridor focus	Option 3: dispersed development	Option 4: new/ extended settlement(s)	Option 5: widely dispersed development
					impact mineral resources
Likely effects	Significant negative	Significant negative	Significant negative	Significant negative	Significant negative
Mitigating factors	BNG, capacity assessments	BNG, capacity assessments	BNG, capacity assessments	BNG, capacity assessments	BNG, capacity assessments
Rank	2	1	3	2	4

Climate change	Option 1: sub-area focus	Option 2: transport corridor focus	Option 3: dispersed development	Option 4: new/ extended settlement(s)	Option 5: widely dispersed development
Sustainability merits	• Focuses growth in the most sustainable and accessible settlements, reducing the need for private car use and thereby lowering greenhouse gas emissions	• Focuses growth along sustainable transport corridors, reducing the need for private car use and thereby lowering greenhouse gas emissions	• Growth over a wider area means areas at risk of flooding can be more easily avoided	• Potential to focus growth in one sustainable location • Potential to deliver strategic-scale climate change mitigation measures, such as on-site renewable energy generation • Ability to build-in a comprehensive network of active travel and public transport infrastructure • Opportunities to deliver comprehensive green and blue infrastructure networks	• Growth over a wider area means areas at risk of flooding can be more easily avoided
Sustainability constraints	• Inevitable increase in greenhouse gas emissions • Focusing growth in fewer locations could lead to increased flood risk in growth locations	• Inevitable increase in greenhouse gas emissions • Focusing growth in fewer locations could lead to increased flood risk in growth locations	• Inevitable increase in greenhouse gas emissions • Includes growth in less sustainable locations, such as villages with the potential to increase emissions from transport	• Inevitable increase in greenhouse gas emissions • Focusing growth in one location could lead to increased flood risk in this location	• Inevitable increase in greenhouse gas emissions, highest under this option due to highest level of growth • Includes growth in less sustainable locations, such as lower tier villages and hamlets with the potential to increase emissions from transport
Likely effects	Uncertain	Uncertain	Uncertain	Uncertain	Uncertain

Climate change	Option 1: sub-area focus	Option 2: transport corridor focus	Option 3: dispersed development	Option 4: new/ extended settlement(s)	Option 5: widely dispersed development
Mitigating factors	Delivery of new sustainable transport infrastructure, SuDS	Delivery of new sustainable transport infrastructure, SuDS	Delivery of new sustainable transport infrastructure, SuDS	Delivery of new sustainable transport infrastructure, SuDS	Delivery of new sustainable transport infrastructure, SuDS
Rank	1	2	4	3	5

Waste	Option 1: sub-area focus	Option 2: transport corridor focus	Option 3: dispersed development	Option 4: new/ extended settlement(s)	Option 5: widely dispersed development
Sustainability merits	• Good potential to utilise low-carbon and circular economy principles, minimising waste and providing adequate space provisions • Likely opportunities for on-site recycling of buildings and materials	• Potential to utilise low-carbon and circular economy principles, minimising waste and providing adequate space provisions • Likely opportunities for on-site recycling of buildings and materials	• Smaller-scale developments have greater potential to integrate with existing waste facilities • May be some opportunities for on-site recycling of buildings and materials	• Good potential utilise low-carbon and circular economy principles, minimising waste and providing adequate space provisions	• Smaller-scale developments have greater potential to integrate with existing waste facilities • May be some opportunities for on-site recycling of buildings and materials
Sustainability constraints	• Inevitable increase in waste production	• Inevitable increase in waste production	• Small-scale developments and higher levels of dispersal may increase pressures on waste management • Inevitable increase in waste production	• Inevitable increase in waste production	• Small-scale developments and higher levels of dispersal may increase pressures on waste management • Inevitable increase in waste production
Likely effects	Minor negative	Minor negative	Minor negative	Minor negative	Minor negative
Mitigating factors	Infrastructure planning	Infrastructure planning	Infrastructure planning	Infrastructure planning	Infrastructure planning
Rank	1	2	3	1	4

4.4 Summary table

SEA theme	Outcomes	Option 1: sub-area focus	Option 2: transport corridor focus	Option 3: dispersed development	Option 4: new/ extended settlement(s)	Option 5: widely dispersed development
Health and wellbeing	Likely effects	Significant positive	Significant positive	Significant positive	Significant positive	Minor positive
	Rank	1	2	4	3	5
Housing	Likely effects	Significant positive	Significant positive	Significant positive	Uncertain	Significant positive
	Rank	3	3	2	4	1
Communities	Likely effects	Mixed	Mixed	Mixed	Mixed	Mixed
	Rank	=	=	=	=	=
Economy	Likely effects	Significant positive	Significant positive	Significant positive	Significant positive	Significant positive
	Rank	1	1	2	2	2
Transportation	Likely effects	Uncertain	Minor positive	Minor negative	Uncertain	Significant negative
	Rank	2	1	4	3	5
Landscape	Likely effects	Significant negative	Significant negative	Significant negative	Significant negative	Significant negative
	Rank	2	3	4	1	5
Historic environment	Likely effects	Significant negative	Significant negative	Significant negative	Significant negative	Significant negative
	Rank	2	3	4	1	5

Biodiversity	Likely effects	Uncertain	Uncertain	Uncertain	Significant negative	Uncertain
	Rank	1	2	3	5	4
Natural resources	Likely effects	Significant negative	Significant negative	Significant negative	Significant negative	Significant negative
	Rank	2	1	3	2	4
Climate change	Likely effects	Uncertain	Uncertain	Uncertain	Uncertain	Uncertain
	Rank	1	2	4	3	5
Waste	Likely effects	Minor negative	Minor negative	Minor negative	Minor negative	Minor negative
	Rank	1	2	3	1	4

5. Next steps

5.1 Next steps for plan-making and SA

5.1.1 Following informal consultation and the additional call for sites, the evidence base underpinning the emerging B&NES Local Plan will continue to be developed, and any new sites that are identified will be incorporated into the planning and SA processes.

5.1.2 It is expected that Regulation 18 consultation will then be re-run in the summer of 2025, which will present an updated Local Plan Options Document accompanied by an updated Interim SA Report.