



Bath & North East Somerset  
Core Strategy

Sustainability Appraisal Report  
Annex H: Potential Cumulative Effects

Prepared for:

**Bath & North East Somerset Council**

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<b>Table H.1: Potential cumulative effects</b>		
<b>Plan / programme / project</b>	<b>Potential cumulative effect</b>	<b>Mitigation / enhancement measures needed</b>
<b>Plans and programmes</b>		
<p><b>Wiltshire Core Strategy</b></p> <p>The Core Strategy has been submitted and subject to Examination. The Core Strategy is due for adoption in the Summer of 2014. The Core Strategy does not allocate any development sites. This will be done through other allocations DPDs.</p>	<p>Wiltshire 2026 outlines a minimum housing requirement for the whole of Wiltshire of 42,000 dwellings and at least 178ha of new employment land. 24,740 of this requirement is identified within the North and West Wiltshire Housing Market Area (HMA) which borders B&amp;NES.</p> <p>Most housing and employment development will be in the principal towns of Trowbridge, Chippenham and Salisbury.</p> <p>The market towns are also seen as appropriate locations for significant housing and employment development. The closest of these to Bath are Bradford on Avon and Corsham.</p> <p>Development at Large and Small Villages will be limited to that needed to help meet the housing needs of settlements and to improve employment opportunities, services and facilities.</p> <p>All new development will be required to provide for the necessary on-site and, where appropriate, off-site infrastructure requirements arising from the proposal.</p> <p>Growth in Chippenham, Trowbridge, Corsham 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, a balance of employment and housing development is proposed in these towns so as to reduce out commuting, particularly in Chippenham, where significant economic growth is planned. No potential cumulative effect is identified.</p>	None required.
<p><b>Bristol Core Strategy Adopted 2011</b></p> <p>Policy BCS1 sets out the strategy for South Bristol.</p>	<p>South Bristol will be a priority focus for development and comprehensive regeneration. Development will be for a mix of uses to include:</p> <ul style="list-style-type: none"> <li>• Around 60,000m<sup>2</sup> of net additional office floorspace focused on centres and the major regeneration areas;</li> <li>• Up to 10 hectares of new industrial and warehousing land focused on</li> </ul>	The Bath Package would mitigate for cumulative effects with regards to air quality and traffic in Bath. Work on the Bath Package is underway, including improvements to park and ride

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	<p>the major regeneration areas;</p> <ul style="list-style-type: none"> <li>• The provision of around 8,000 new homes of a mix of type, size and tenure.</li> </ul> <p>Development will occur across South Bristol with major regeneration particularly focused on the area at Knowle West and Hengrove Park.</p> <p>At the start of the plan period in 2006 there was around 40,000 m<sup>2</sup> of net additional office floorspace in South Bristol with planning permission. Policy BCS1 proposes that a further 60,000 m<sup>2</sup> of net additional floorspace is provided in the period to 2026.</p> <p>Major improvements to transport infrastructure will be made to enhance links between existing communities within South Bristol, and between South Bristol, the city centre and the north of the city. Improvements will have an emphasis on pedestrian, cycling and public transport facilities and will include:</p> <ul style="list-style-type: none"> <li>• Rapid transit routes connecting Hengrove with the north fringe of the Bristol urban area via the city centre;</li> <li>• Extended Showcase bus corridors on the A37 and A4;</li> <li>• Reshaped pattern of roads and junctions to improve accessibility, connectivity and urban form and to reduce severance within South Bristol;</li> <li>• Safe routes for pedestrians and cyclists; and</li> <li>• Essential transport links and improvements.</li> </ul> <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 <b>negative cumulative effect</b> on air quality and traffic congestion affecting Bath and Keynsham.</p>	<p>facilities at Newbridge. 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>
<p><b>North Somerset Core Strategy</b> The Core Strategy was adopted in 2012. However, several policies have been remitted for Examination following a</p>	<p>Key aims of the Core Strategy are to achieve employment led growth in Weston-super-Mare and reduce out-commuting from the town.</p> <p>Housing:</p>	<p>There is no mitigation that can be put forward to reduce the uncertainty of whether a cumulative effect could occur</p>

**Table H.1: Potential cumulative effects**

<p>challenge to Policy CS13 with regards to the total housing growth planned.</p> <p>The Inspector’s letter dated 22 April 2014 concludes that Policy CS13 is unsound and presents options for the Council in response to the conclusion.</p>	<p>Housing growth in the adopted Core Strategy Policy CS13 is a minimum of 14,000 over the period up to 2026.</p> <p>The council agreed its proposed approach to the examination of remitted policies at the full council meeting on 12 November 2013. This proposed increasing the housing requirement from a minimum of 14,000 dwellings to 17,130 dwellings over the plan period 2006 to 2026.</p> <p>Policy CS14 Distribution of new housing (remitted):</p> <p>Weston-super-Mare will be the focus for new residential development within North Somerset, including the strategic allocation at Weston Villages. Development at Weston will be employment-led.</p> <p>Outside Weston, most additional development will take place in the towns of Clevedon, Nailsea and Portishead on existing site allocations or through new development within their settlement boundaries, or in Nailsea through site allocations outside the Green Belt.</p> <p>In the rural areas new residential development will be strictly controlled.</p> <p>Policy CS20 Delivering a successful economy (remitted):</p> <p>The Core Strategy seeks to provide at least 10,100 additional employment opportunities 2006 - 2026, including around 114 hectares of land for B1, B2 and B8 uses (business, general industrial and storage and distribution), and to address the existing imbalance at Weston-super-Mare.</p> <p>The overall approach is employment-led in order to achieve a more sustainable alignment between jobs and the economically active population across towns and villages in North Somerset. This seeks to increase their sustainability, self containment, decrease out-commuting, provide for a range of local jobs and reduce carbon emissions from unsustainable car use.</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.</p> <p>Development requiring consent up to 2011 is provided for by Policy T/12 of the North Somerset Replacement Local Plan and was the subject of a recent</p>	<p>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 mitigation required for the potential positive cumulative effect.</p>
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	<p>planning application. Additional development requiring consent beyond 2011 is expected to form the subject of an Area Action Plan (AAP) or other development plan document.</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&amp;NES, if increased flights are proposed. However, <b>the potential for a negative effect with regards to traffic is uncertain</b> as it is not clear whether increases in traffic on certain roads within B&amp;NES is likely.</p> <p>A potential <b>positive cumulative effect</b> 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&amp;NES District.</p>	
<p><b>South Gloucestershire Core Strategy</b></p> <p>This was adopted in December 2013</p>	<p>Most new development will take place within the communities of the North and East Fringes of Bristol urban area in places where essential infrastructure is in place or planned. This will reduce the need to travel and commute, accompanied by a package of public transport measures and supported by other community infrastructure.</p> <p>Outside the Bristol urban area, development land will be provided in Yate/ Chipping Sodbury and Thornbury, to promote greater self-containment of these settlements.</p> <p>Housing:</p> <p>The Draft Core Strategy proposes 28,355 homes to be built in total between 2006 and 2027. Around 5,810 have already been built between 2006/7-2012/13 requiring up to 22,545 additional new homes between 2013 and 2027.</p> <p>Employment:</p> <p>Policy CS11 sets out the distribution of new employment development. Most new employment development will be in the North Fringe area of Bristol (355ha safeguarded land).</p>	<p>No mitigation required.</p>

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	<p>The East Fringe urban area of Bristol has 147ha of safeguarded employment land.</p> <p>There is 635ha of land with planning permission at Severnside.</p> <p>Infrastructure:</p> <p>Nationally Significant Infrastructure (NSI) projects outlined in the Core Strategy within South Gloucestershire or likely to affect it are:</p> <ul style="list-style-type: none"> <li>• A new nuclear power station near to Oldbury-on-Severn proposed by Horizon Nuclear Power, as identified in the National Policy Statement for Nuclear Power Generation (EN-6);</li> <li>• National Grid Transmission Lines connecting Hinkley in Somerset with the Seabank Power Station at Avonmouth proposed by National Grid;</li> <li>• Avon Power Station: Proposed Gas Turbine (CCGT) Power Station at Severnside.</li> <li>• Seabank 3: propose two new combined cycle gas turbines (CCGT) with a combined capacity of up to 1,400MW integrating with existing gas and electricity transmission infrastructure. These are proposed to be located within South Gloucestershire adjacent to the boundary with Bristol City Council and close to the existing Seabank power station.</li> </ul> <p>All of these proposed NSI project are located to the West of South Gloucestershire and are not likely to cause a potential cumulative effect with the B&amp;NES Core Strategy.</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&amp;NES Core Strategy.</p>	
<p><b>Draft Mendip Local Plan Part 1 Strategy and Policies</b></p> <p>Track Change Version incorporating Post-hearing Modifications (June 2014)</p> <p>Following the examination hearings and</p>	<p>Housing:</p> <p>The majority of development will be directed towards the five principal settlements of Frome, Glastonbury, Shepton Mallet, Street and Wells to reinforce their roles as market towns serving their wider rural catchments.</p> <p>In the rural parts of the district, new development that is tailored to meet local</p>	<p>None required.</p>

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<p>receipt of the Inspector's Initial Recommendations, the Council is now consulting on Main Modifications to the Local Plan Part I.</p>	<p>needs will be provided for in Primary Villages (with key community facilities) and Secondary Villages (offering some services).</p> <p>Area policies:</p> <ul style="list-style-type: none"> <li>• Frome Core Policy 6: 2300 homes, about 2700 jobs;</li> <li>• Rural Mendip Core Policy 4: 1780 homes, about 2000 jobs;</li> <li>• Wells Core Policy 10: 1450 homes, about 1500 Jobs;</li> <li>• Glastonbury Core Policy 7 1050 homes, about 1000 jobs;</li> <li>• Street Core Policy 8 1300 homes, about 850 jobs; and</li> <li>• Shepton Mallet Core Policy 9 1300 homes, about 1300 jobs.</li> </ul> <p>Mendip has a functional relationship with B&amp;NES and people travel from Mendip into Bath for work, services and leisure. The strategy attempts to address this e.g. through encouraging more self-containment of towns such as Frome through achieving a better balance of jobs and housing growth. Radstock and Midsomer Norton are located on the boundary with Mendip and provide a service role for some Mendip settlements.</p> <p>The strategy set out within the Mendip Local Plan Part 1 does not contain any proposals or strategies which would give rise to any negative cumulative effects on the B&amp;NES Core Strategy and should achieve an improved situation with regards to existing levels of commuting into Bath.</p>	
<p><b>West of England Joint Transport Plan 3 2011 – 2026</b></p> <p>Adopted in March 2011</p> <p>The Joint Local Transport Plan (JLTP) 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.</p>	<p>The JLTP sits alongside the B&amp;NES Core Strategy and includes transport schemes which are reflected within and are important for the delivery of the B&amp;NES Core Strategy. In addition, there are a number of schemes within the West of England which could have a positive cumulative effect with the B&amp;NES Core Strategy as they are intended to improve sustainable transport services. The schemes are:</p> <ul style="list-style-type: none"> <li>• Major transport schemes for Bath, Weston, Portishead rail corridor, North Fringe to Hengrove and South Bristol;</li> <li>• High quality bus network (based on the Greater Bristol Bus Network model) providing fast, reliable, comfortable, frequent, affordable and lower carbon bus services;</li> </ul>	<p>None required.</p>

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	<ul style="list-style-type: none"> <li>• Rapid transit network of lower carbon vehicles serving Ashton Vale, Hengrove, Emerson’s Green, North and East Fringe, Cribbs Causeway, Bath, South Bristol and Bristol Airport;</li> <li>• Park and ride network expanded;</li> <li>• Smartcard ticket to ride the transport network;</li> <li>• Interchanges linking up bus, rail, cycling, walking and car trips;</li> <li>• Electrified rail lines to London and Wales;</li> <li>• Safe, convenient and attractive walking and cycling networks;</li> <li>• Demand management measures to encourage people to use lower carbon forms of transport;</li> <li>• Public realm enhancements in town, city centres and neighbourhoods;</li> </ul> <p>Freight consolidation centres reducing lorry movements in our town and city centres;</p> <p>Electric and hydrogen charging point network to encourage lower carbon vehicles.</p> <p>Included within the above list is the ‘Bath Package’ which 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 <b>positive cumulative effect</b> 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 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 <b>positive cumulative effect</b> 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</p>	
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	them in a sustainable way.	
<p><b>Bath &amp; North East Somerset Local Plan adopted 2007 (Saved Policies M1 –M12)</b></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"> <li>1.Stowey Quarry, Bishop Sutton;</li> <li>2.Upper Lawn Quarry, south of Bath;</li> </ol> <p>The following site is allocated as an Area of Search:</p> <ol style="list-style-type: none"> <li>1.Land at north of Freshford.</li> </ol> <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&amp;NES Pre-Submission Core Strategy.</p>	No mitigation required.
<p><b>West of England Joint Waste Core Strategy Development Plan Document Adopted 2011</b></p> <p>This plan is a planning framework for where waste 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.</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 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"> <li>• BA19 Broadmead Lane, Keynsham; and</li> <li>• BA12 Former Fuller's Earth Works, Fosseyway, Bath.</li> </ul> <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. <b>The potential for negative cumulative effects on air quality and traffic</b>, in combination with the B&amp;NES Core Strategy <b>are uncertain</b>.</p> <p>However, the fact that waste management sites will be located on the</p>	<p>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.</p> <p>No mitigation is required for the potential positive effect.</p>

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	<p>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 <b>positive effect</b> on carbon emissions. The significance of this effect is not certain because the facilities rely on private planning applications coming forward.</p>	
<b>Cumulative effects of different policies in the plan</b>		
<b>Rural Areas Spatial Strategy</b>	<p>A potential <b>negative cumulative effect</b> has been identified in relation to housing development putting pressure on existing facilities, such as schools, public transport and Park and Ride facilities.</p>	<p>This effect should be mitigated by the Infrastructure Provision Core Policy which requires 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>
<b>Energy Hierarchy, CPI Retrofitting Existing Buildings, CP2 Sustainable Construction, CP3 Renewable Energy, CP4 District Heating</b>	<p>A potential <b>positive cumulative effect</b> 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>

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<b>CP7 Green Infrastructure</b>	A potential <b>positive cumulative effect</b> 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.	No mitigation required.