

Annex H
Potential cumulative effects with other relevant plans

Bath & North East Somerset
Placemaking Plan
Sustainability Appraisal Report

Date
July 2017

Table H.1: Potential cumulative effects		
Plan / programme / project	Potential cumulative effect	Mitigation / enhancement measures needed
Plans and programmes		
<p>Wiltshire Core Strategy (adopted January 2015)</p> <p>The Wiltshire Core Strategy Development Plan Document (DPD) covers the whole of Wiltshire (excluding Swindon) and sets out the council's</p> <ul style="list-style-type: none"> •spatial vision, •key objectives, and •overall principles for development in the county. <p>The key objectives of the spatial vision has been derived from an analysis of the county's characteristics, a review of the council's own corporate plans and priorities, and national planning guidance. At its heart is the delivery of viable and vibrant communities based on the principle of sustainability.</p> <p>The core strategy outlines a sustainable spatial strategy for future development in the county and includes:</p> <ul style="list-style-type: none"> •key principles of development •the location of strategic sites for new housing and employment development •policies with which planning applications will be assessed •a key diagram displaying the spatial aspects of the core strategy 	<p>The Wiltshire Core Strategy, makes provision for at least 42,000 new homes in the Plan period from 2006-2026, of which 24,750 is located in the North and West Wiltshire Housing Market Area (which is more closely related to B&NES area than other parts of Wiltshire. Provision will be made for at least 178 hectares of employment land.</p> <p>Growth in Chippenham and Bradford on Avon could potentially increase commuting into Bath which could result in a potential negative cumulative effect on air quality and traffic levels in Bath.</p>	<p>Cumulative effects associated with increased congestion in Bath from in commuting from Chippenham and Bradford on Avon could be mitigated through the measures proposed in the Transport Strategy which includes a new park and ride on the east of Bath. The Placemaking Plan facilitates this new park and ride on the east of Bath.</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 (adopted June 2011)</p> <p>The Core Strategy is the primary document in the Bristol Development Framework. In summary, it sets out: Where we are now: The Spatial Portrait uses a wide evidence base of information, statistics, studies and community involvement to identify the city’s main social, physical and economic characteristics and the key, strategic issues it faces. Where we would like to be: The Spatial Vision and Strategic Objectives look forward to 2026, setting out how we want the city and its neighbourhoods to have changed and developed. How we get there: The Delivery Strategy is the means of delivering the vision and objectives. It provides the following:</p> <p>Spatial strategy – this contains the council’s strategic policies for different parts of the city. It sets out the type, scale and broad location of where new homes, transport improvements, jobs, shops, open spaces and services will be located in the period to 2026. Development principles – these are the council’s policies to ensure new development addresses the key issues facing the city.</p>	<p>Housing:</p> <p>The Core Strategy envisages the provision of 30,600 dwellings, with a minimum of 26,400 dwellings between 2006 and 2026. Of the 30,600, 8,000 would be provided in South Bristol, 7,400 in Bristol City Centre, 2,000 in Inner East Bristol, 3,000 in Northern Arc and 6,000 in the rest of Bristol.</p> <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 150,000m in the city centre, 60,000m in South Bristol and 26,000m distributed amongst town, district and local centres across the city. • Upton 10 ha of additional industrial and warehousing land in South Bristol. <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 Transport Strategy would mitigate for cumulative effects with regards to air quality and traffic in Bath. 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 (adopted April 2012)</p> <p>The Core Strategy is the main planning document for North Somerset and guides development choices and decisions on development proposals in North Somerset. It was adopted on 10 April 2012. Following a legal challenge policy CS13 (scale of new housing) has been remitted back to the Planning Inspectorate for re-examination. The judgment also required eight other policies to be remitted as any change to the housing requirement may have consequences for these other policies. With the exception of these nine policies the plan remains adopted.</p>	<p>Housing:</p> <p>Following re-examination of remitted policies, the housing requirement for North Somerset is 20,985 dwellings for the period 2006-2026.</p> <p>Employment:</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. Priority will be given to the reuse of previously developed <i>land and the safeguarding of sites in existing economic use.</i></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>Infrastructure:</p> <p>The strategy for Bristol Airport is set out in policy CS 23. This states that development proposals would need to demonstrate the satisfactory resolution of environmental issues, including impact on surrounding communities and surface access infrastructure. Growth of the airport is not quantified.</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 Core Strategy 2006-2027 (adopted December 2013)</p> <p>The Core Strategy is the key planning policy document for South Gloucestershire, setting out the general location of development, its type and scale, as well as protecting what is valued about the area.</p> <p>The Core Strategy makes provision for 28,355 new homes in the period 2006-2027. Of this total some 5,810 dwellings have been completed between 2006/7-2012/13 requiring up to 22,545 additional new homes between 2013 and 2027. To provide this new housing and the necessary infrastructure to support sustainable communities, the plan's Strategy for Development concentrates new development within the Bristol North Fringe/East Fringe urban areas, 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>Housing:</p> <p>Overall the Core Strategy makes provision for 28,355 new homes in the period 2006-2027 and beyond. Of this total some 5,810 dwellings have been completed between 2006/07-2012/2013. The plan therefore makes provision for an additional 22,545 new homes between 2012/13 and 2026/27 and beyond. Most new development will take place within the communities of the North and East Fringes of Bristol urban area.</p> <p>.</p> <p>Employment:</p> <p>A supply of economic development land will be maintained as follows: North fringe of Bristol urban area (355ha); east fringe of Bristol urban area (147ha); Yate & Chipping Sodbury (88ha plus up to 9ha as a new allocation); Thornbury (19ha); rural area (14ha); Severnside (635ha – existing area with planning permission).</p> <p>Infrastructure:</p> <p>Major infrastructure projects outlined in the Core Strategy include:</p>	<p>No mitigation required.</p>

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	<ul style="list-style-type: none"> • A nuclear power station at Oldbury; • National Grid Transmission Lines connecting Hinkley in Somerset with the Seabank Power Station at Avonmouth proposed by National Grid; • Avon Power Station: Proposed Gas Turbine (CCGT) Power Station at Severnside, proposed by Scottish Power • Seabank 3: SSE proposes 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. <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>Mendip District Council Local Plan 2006-2029 Part 1: Strategy and Policies (adopted December 2014)</p> <p>The plan sets out a long term strategic vision for the future of the District and how it will develop over the next 15 years. This plan now sets out how the Council intends to stimulate the development which the district needs including housing, economic development and infrastructure. It also puts in place a selection of policies to manage development in a manner appropriate to this district which generic national policy would not adequately cover. A further part of the plan, Part II: Site Allocations will be prepared by the Council to allocate and/or designate specific sites for development or other purposes in line with the intentions of the policies in this Part I document.</p>	<p>Housing:</p> <p>At least 9,635 dwellings in the period 2006-2029 and a development rate of 420 dwellings per year from 2011-2029.</p> <p>’</p> <p>Employment:</p> <p>The council will plan for the provision of 9,410 jobs in the period 2006-2029. This will require employment land as follows: Frome (20.2ha); Glastonbury (6.5ha); Shepton Mallet (14.4ha); Street (9.9ha); Wells (11.1ha), and some limited development in rural areas. 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 Placemaking Plan to put forward mitigation for this uncertain effect.</p>

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<p>Public consultation on Local Plan Part 2 Site Allocations document was closed on 16th December 2015. It asks ‘do you consider that development allocations adjoining the towns of Radstock and Midsomer Norton to the south (in Mendip) would be appropriate and suitable way of meeting part of the future housing needs in Mendip?’.</p>	<p>New development at the edge of MN and Radstock will likely to become part of the MN and Radstock communities putting pressure on infrastructure in these two towns. Therefore it will be cumulative impacts which need to be considered as the Mendip Plan develops.</p>	<p>No mitigation required at this stage.</p>
<p>West of England Joint Transport Plan (2011-2026)</p> <p>The aim is for an affordable, low carbon, accessible, integrated, efficient and reliable transport network, achieve a more competitive economy and better-connected, more active and healthy communities.</p> <p>The JLTP3 does not exist in isolation. It works alongside the Local Enterprise Partnership, Core Strategies and Local Strategic Partnerships of our four councils and with our partners in the bus industry and through Memoranda of Understanding with the Highways Agency, health sector, Network Rail and train operators.</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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	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>West of England Joint Waste Core Strategy Development Plan Document (adopted March 2011)</p> <p>This plan is a planning framework for where waste</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	Any planning applications for residual waste treatment facilities would be subject to Environmental Impact Assessment which would

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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. 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 Placemaking Plan 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>

<p>West of England Joint Spatial Strategy (Nov 2015) The West of England Joint Spatial Plan is a direct response to the real and growing need for new and affordable homes to be built and supported with infrastructure. Estimates indicate that to maintain its current prosperity, the area needs 85,000 new homes by 2036, nearly 30,000 more than the number already planned.</p> <p>The area's four local authorities – Bristol, North Somerset, South Gloucestershire and Bath & North East Somerset – have come together to tackle this challenge in a joined-up, strategic way that will deliver the necessary housing and employment alongside improved transport and other infrastructure.</p>	<p>The issues and options paper discussed the types of development, potential locations and spatial scenarios.</p> <p>https://www.jointplanningwofe.org.uk/consult.ti/JSPIO2015/consultationHome</p> <p>Toward the emerging Spatial Strategy was published for consultation between November 2015 to January 2016</p> <p>https://www.jointplanningwofe.org.uk/gf2.ti/-/756738/23366789.1/PDF/-/West of England Joint Spatial Plan Towards the Emerging Spatial Strategy.pdf</p>	<p>At this early stage of the development of the JSP there is a lack of certainty over quantum and location of development therefore it is not appropriate for the B&NES Placemaking Plan to put forward mitigation for this uncertain effect.</p>
<p>West of England Joint Transport Study The West of England's four local authorities have launched a public consultation as part of the Joint Transport Study, which will inform high level strategy and the delivery of major transport schemes throughout the area until 2036.</p>	<p>13 concepts have been drawn up for discussion and consultation –These are made up of packages of schemes which aim to help achieve the draft objectives and tackle the issues of the West of England.</p>	<p>This will inform the preparation of the JSP and cumulative effects will be considered as the Plan develops. No mitigation is required at this stage.</p>