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7456 Brislington Meadows Screening Request  
12<sup>th</sup> November 2020  
**Brislington Meadows, Brislington, Bristol**

**Request for an Environmental Impact Assessment Screening Opinion- Town and Country Planning (Environmental Impact Assessment) Regulations 2017, as amended**

Dear Richard

I am writing to request Bristol City Council's formal opinion, on behalf of Homes England (the Applicant), as to whether the proposals described in this letter for a residential development comprising up to 300 homes, constitute Environmental Impact Assessment (EIA) development.

The following information is submitted as part of this EIA Screening Opinion Request, as set out in Regulation 6(2) of the Town and Country Planning (Environmental Impact Assessment) Regulations 2017, as amended, hereafter referred to as the 'EIA Regulations':

- a) a plan to identify the land;
- b) a description of the development, including in particular –
  - i. a description of the physical characteristics of the whole development and, where relevant, of demolition works;

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- ii. a description of the location of the development, with particular regard to the environmental sensitivity of geographical areas likely to be affected;
- c) a description of the aspects of the environment likely to be significantly affected by the development;
- d) to the extent the information is available, a description of any likely significant effects of the development on the environment resulting from –
  - i. the expected residues and emissions and the production of waste, where relevant; and
  - ii. the use of natural resources, in particular soil, land, water and biodiversity; and
- e) such other information or other representations as the person making the request may wish to provide or make, including any features of the Proposed Development or any measures envisaged to avoid or prevent what might otherwise have been significant adverse effects on the environment.

### **Application Site and Site Context**

The Site is located in Brislington in the southeast of Bristol (Grid Reference: ST6263071118 (centre of Site)).

The Site is allocated under Bristol City Council's Local Plan: Site Allocations and Development Management Policies, adopted July 2014, as Allocation BSA1201 (Land at Broom Hill, Brislington).

The Site comprises of six fields covering an area of approximately 9.3 ha, which is segmented by hedgerows and hedgerow trees and a small area of woodland in the north easternmost corner of the Site. A Tree Protection Order (TPO) has recently been placed on the woodland and some other trees on the Site. This is currently subject to an appeal by Homes England in light of the potential conflict with delivery of parts of Allocation BSA1201.

The Site is bounded to the west by School Road and The Park Allotments, to the north by existing residential development at Broomhill and Broomhill Junior School and a nursery, and to the east by Bonville Road Trading Estate. Beyond the southern Site boundary lies Victory Park, which is made up of a number of grassland fields, playing fields, scattered woodland and dense vegetation.

The Site is characterised by a sloping topography, which falls from approximately 68m above ordnance datum (AOD) from the northwest to approximately 45m AOD to the southwest. The Site is more steeply sloping on its western side.

In terms of transportation, the A4 Bath Road (approximately 670m south of the Site) and the A4174 (approximately 1.7km to the east) provide strategic road access to central Bristol to the west, Bath to the southeast and Warley to the northeast. The

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M32 is located approximately 3.6km northwest of the Site, which can be accessed via the A4174. The M32 provides access to the M4, which lies approximately 7.6km north of the Site. The Great Western Main Line is located approximately 0.5km north of the Site, with connections via Bristol Temple Meads and Keynsham railway stations approximately 3km and 3.5km to the west and east respectively. There are bus stops on Broomhill Road, School Road and the A4 Park & Ride south of Bonville Road Trading Estate.

The Site is located within the Impact Risk Zones (IRZ) of the Bickley Wood and Cleve Wood Sites of Special Scientific Interest (SSSI), which are located approximately 1.2km and 2.6km southeast of the Site, respectively. The entrance to Eastwood Farm Local Nature Reserve (LNR) lies approximately 15m northeast of the proposed site entrance on the opposite side of Broomhill Road, and the Avon Valley Woodland LNR is located approximately 560m northeast of the Site. Troopers Hill LNR also lies within 2km north of the Site. Brislington Meadows Site of Nature Conservation Importance (SNCI) is located immediately adjacent to the southern boundary of the Site.

The River Avon is located approximately 400m east of the Site and Brislington Brook is located 250m west of the Site. An unnamed tributary of Brislington Brook flows south of the Site in an east to west direction and feeds into the Brislington Brook approximately 200m downstream. No watercourses or waterbodies are present within the Site boundary. The Site is wholly located within Flood Zone 1, which is an area of low risk of flooding (less than 1 in 1,000 annual probability). An area located in Flood Zone 2 and 3, classed as having medium to high risk of flooding (between 1 and 3.3% and greater than 3.3% annual probability, respectively) lies close to the Site's southern boundary. The Site is characterised by very low risk of surface water flooding.

There are two public rights of way (PRoW) through the Site. Footpath BCC487/10 routes through the north-eastern area of the Site on a general north-south alignment and footpath BCC482/20 routes through the south easternmost area of the Site and continues along its southern boundary on a general east-west alignment, bisecting the allotments to the west of the Site.

The Site location plan is provided at [Figure 1/Drawing 33393\_001].

### **Proposed Development**

#### ***Residential Development***

The Proposed Development would provide up to 300 homes with provision of 30% as affordable homes. The proposed dwellings will typically be two to three storeys in height, with potential for some buildings of four to five storeys in height on localised areas of the Site.

#### ***Internal Access***

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The primary internal access for vehicles, pedestrians and cyclists would be taken off Broomhill Road in the north-eastern corner of the Site opposite the junction with Whitmore Avenue. A primary access road will extend through the Site towards the northeast corner, with secondary streets serving residential properties.

There was potential for the primary access to be taken off School Road and that has been explored, concluding that it is not a feasible option given the challenging site conditions and context. We will provide more information to Bristol City Council on this in due course.

The Proposed Development would include a network of pedestrian and cycle routes through and into the Site which would be connected to the existing PRoW, Victory Park, Broomhill Road and via a new connection to Allison Road/Fermaine Avenue. PRoW's would be retained throughout the Site, with the potential for minor realignment close to their existing route.

### ***Landscaping***

Existing hedgerows and trees within the Site would be retained where possible, with some removal of vegetation required for access into and through the Site and to create viable development parcels. Retention and removal will be informed by arboricultural and ecological surveys and discussions with relevant officers at Bristol City Council.

The Proposed Development would provide a series of green corridors along retained hedgerows and existing PRoW. Further landscaping and planting would be undertaken within the Site to create a strong Green Infrastructure framework that structures and contains the Proposed Development and creates a mix of trails, walks and connections to off-site recreational areas.

### ***Drainage***

The drainage strategy at the Site would be in keeping with sustainable urban drainage systems (SuDS) best practice principles, in order to mitigate any potential issues relating to runoff rates and flow rates. The drainage strategy would be developed to ensure that the risk of flooding is not increased at the Site or elsewhere and would be designed to include allowance for climate change to ensure that Site would be operate safely in the event of flooding.

### ***Construction***

It is anticipated that construction will commence in the Autumn 2022, with build-out over the following 4-5 years.

Construction access would be via Bonville Road.

### ***Operation***

First occupations can be expected from early 2023 with site completion and full occupation during 2028.

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### **EIA Regulations and Screening Criteria**

An EIA would be required to support a planning application if the Proposed Development constitutes EIA Development by either being:

- Schedule 1 development – whereby EIA is mandatory in all cases; or
- • Schedule 2 development – whereby the Proposed Development exceeds the size threshold for that class of development **AND** is likely to have significant effects on the environment by virtue of its characteristics, location and nature of potential impact.

The Proposed Development does not fall within the description of development listed in Schedule 1 of the EIA Regulations and would not be classified as Schedule 1 development.

As defined within the EIA Regulations, Schedule 2 development means development of a description mentioned in column 1 of the table in Schedule 2 where:

- a) any part of that development is to be carried out in a sensitive area; or
- b) any applicable threshold or criterion in the corresponding part of column 2 of the table in Schedule 2 is respectively exceeded or met in relation to that development.

With respect to part (a) above, the Site does not fall within a sensitive area as defined by the EIA Regulations, which includes:

- land notified under section 28(1) (sites of special scientific interest) of the Wildlife and Countryside Act 1981;
- a National Park within the meaning of the National Parks and Access to the Countryside Act 1949;
- the Broads;
- a property appearing on the World Heritage List kept under article 11(2) of the 1972 UNESCO Convention Concerning the Protection of the World Cultural and Natural Heritage;
- a scheduled monument within the meaning of the Ancient Monuments and Archaeological Areas Act 1979;
- an area of outstanding natural beauty designated as such by an order made by Natural England under section 82 (areas of outstanding natural beauty) of the Countryside and Rights of Way Act 2000 as confirmed by the Secretary of State; and
- a European site.

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With respect to part (b), the Proposed Development would fall under Schedule 2 Part 10 (b) ‘*Urban development projects...*’ of the EIA Regulations. The threshold for this type of development is set out in Column 2 of Schedule 2 (10) Part (b) as;

- i) The development includes more than 1 hectare of urban development which is not dwellinghouse development; or
- ii) The development includes more than 150 dwellings; or
- iii) The overall area of development exceeds 5 hectares.

As mentioned previously, the Proposed Development would occupy an area of approximately 9.3ha and would provide up to 300 dwellings. Therefore it constitutes Schedule 2 Development.

It is important to note that Schedule 2 development does not require EIA to be undertaken in all cases and EIA will only be required where the Proposed Development is likely to have significant effects on the environment. The online Planning Practice Guidance (PPG) explains that “*only a very small proportion of Schedule 2 development will require an EIA*” (Paragraph 018).

Paragraph 057 of the PPG provides further guidance on when projects may require EIA. The indicative thresholds and screening criteria set out in the PPG for projects under Schedule 2 Part 10(b) of the EIA Regulations are as follows:

*“Environmental Impact Assessment is unlikely to be required for the redevelopment of land unless the new development is on a significantly greater scale than the previous use, or the type of impact are of a markedly different nature or there is a high level of contamination. Sites which have not been intensively developed:*

- i) *Area of the scheme is more than 5 hectares; or*
- ii) *It would provide a total of more than 10,000m<sup>2</sup> of new commercial floorspace; or*
- iii) *The development would have significant urbanising effects in a previously non-urbanised area (e.g. a new development of more than 1,000 dwellings).”*

The indicative threshold further provides ‘key issues to consider’ which states: “*Physical scale of such developments. Potential increase in traffic, emissions and noise.*”

The Proposed Development does not exceed the indicative screening thresholds at points ii) or iii) of the PPG as it does not include commercial floorspace and would provide significantly fewer than 1000 dwellings. The Site is also located in the urban context of the Brislington and Broom Hill neighbourhoods, forming part of the much larger city of Bristol. The Site is 9.3ha in area, slightly above the indicative threshold of 5ha at point i). However this does not give any indication of potential significance,

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particularly in light of the existing urban context and relatively low number of dwellings proposed.

The EIA Regulations include, within Schedule 3, the selection criteria for screening Schedule 2 developments. These criteria are used to determine whether a development would result in likely significant effects. In determining whether an EIA is required, particular regard is given, inter alia, to:

- • Characteristics of development (e.g. size, cumulative with other existing/approved development, use of natural resources, production of waste, pollution, nuisance, risk of accidents, and risk to human health);
- Location of development (e.g. environmental sensitivity of the area affected by development); and
- Types and characteristics of the potential impact (e.g. impact of development (with particular regard to magnitude and spatial extent, nature, transboundary nature, intensity and complexity, probability and duration, frequency and reversibility of the impact, cumulation of impact with impact of other existing and/or approved development and possibility of effectively reducing the impact).

### **Potential Environmental Impacts of the Proposed Development**

This section of the EIA Screening Report provides an evaluation of the potential for likely significant effects to arise as a result of the Proposed Development on the following:

- Landscape and Visual Resources;
- Ecology and Nature Conservation;
- Heritage and Archaeology;
- Transport and Access;
- Hydrology and Flood Risk;
- Geology and Ground Conditions;
- Air Quality;
- Noise and Vibration;
- Socio-economics and Community Effects;
- Agriculture and Soil;
- Human Health; and
- Interrelationships and cumulative effects.

### ***Landscape and Visual Resources***

The Site is located within the extent of National Character Area (NCA) 118: Bristol, Avon Valleys and Ridges. The area is characterised by alternating ridges and broad

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valleys, with some steep, wooded slopes and open rolling farmland, but is also noted for its varied settlement pattern, the presence of major transport infrastructure and the influence of Bristol's expansion. Urban areas are a major component of the NCA, covering 21% of its total area.

The Site is located within Bristol and is surrounded by the existing residential townscape of Brislington to the west and Broom Hill to the north, with light industrial uses located to the east. The wider landscape character is strongly influenced by the urban form of Bristol and patterns of residential and industrial development interspersed with local green infrastructure.

The Site itself comprises six fields of semi-improved neutral grassland, delineated by a combination of hedgerows, scrub vegetation and trees, with one small area of woodland in the north-east corner. It has a sloping topography, which falls from north to south with the more steeply sloping land in the western portion of the Site. A number of Tree Preservation Orders (TPO) are in place across the Site, covering trees located within the hedgerows and the area of woodland to the north-east.

The visual environment of the Site is enclosed by a combination of established vegetation and building (residential and commercial) within its context. Views to the Site are generally limited to its immediate context, where gaps in the existing vegetation and buildings make available views into the Site from either adjacent roads or PRoWs within the Site. Beyond its immediate context, views to the Site are generally screened or heavily filtered by intervening vegetation and buildings in the surrounding urban area.

The Site does not lie within any designated statutory landscape designations. The nearest is the Cotswold Area of Outstanding Natural Beauty (AONB), located approximately 6km to the east. Given the respective distances from the Site, its location within the urban area of Bristol and the generally limited visibility from the wider context of the Site as a result of the intervening vegetation, landform and built development, the Proposed Development is unlikely to affect the 'special qualities' of the Cotswold AONB.

#### *Construction effects*

Effects specifically associated with the construction phase of the Proposed Development would include the temporary impact of vehicles and plant within the Site, alongside other components typical of construction activities. All these activities would result in temporary landscape and visual effects.

Vegetation that forms the Site boundaries would be retained during the construction phase where possible except where localised removal is required for access, or where removal within the Site boundary is required to facilitate the development parcels. This will assist in the containment of potential temporary visual effects experienced during the construction phase. Retained vegetation would be protected during the



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construction phase using calculated Root Protection Areas and barrier techniques in accordance with best practice guidelines.

It is anticipated that, although construction activity is different in nature to the completed development, potential effects on landscape character and visual amenity during the construction phase would not give rise to effects over and above those of the completed development before the proposed planting has established.

### *– Operational effects*

An initial landscape and visual appraisal of the Site of the potential landscape and visual impacts of the Proposed Development has been undertaken via both a desk-based study and fieldwork. This has included the preparation of a Zone of Theoretical Visibility (ZTV) study.

A preliminary appraisal indicates that potential effects on landscape character are likely to be restricted to the Site and its immediate urban context. Areas at greater distance (i.e. beyond the immediate context) from the Site are unlikely to experience any notable or perceptible change to the prevailing characteristics of the Site's baseline conditions, owing to the limited intervisibility of the Proposed Development as a result of intervening vegetation, built development and landform that surrounds the Site.

Effects upon completion would comprise a permanent alteration to the existing landscape character of the Site, which would change from fields of semi-improved grassland to a residential development. However, this change would be restricted to the Site and would be consistent with the urban context of the surrounding area, notably the pattern of residential development within Brislington to the west and Broomhill to the north. It would also be consistent with the wider character of NCA 118, in which the urban area, varied settlement patterns and growth of Bristol are notable features.

Following the construction stage in which some vegetation removal may be necessary, retained existing vegetation forming the boundaries of the Site would remain upon completion, ensuring the Site is visually contained in so far as possible. Potential effects on visual amenity are anticipated to be limited to publicly accessible routes through the Site, and publicly accessible areas / routes within its immediate urban context. In particular, views to the Site would be possible from locations such as Bonville Road Trading Estate (an employment site to the immediate east) and the PRowS that traverses the Site within its southern and north-eastern extents (ref. BCC482/20 and BCC487/10). These PRowS do not form part of named Long Distance Paths or circular walking routes, and are already experienced in the context of an urban setting, with journeys starting/ending in urbanised environments at Bonville Road, School Road and Fermaine Avenue.

Views from School Road (to the west) and Allison Road / Belroyal Avenue (to the north) would be largely restricted by the established vegetation and residential

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properties. Similarly, views from Victory Park (to the south) would be screened / heavily filtered by established retained trees along the Site's southern boundary.

Overall, it is anticipated that any visual effects that may arise would affect a very limited number of users, and be confined to the small number of public routes and areas within or immediately adjacent to the Site.

- Over time, planting proposed as part of the proposed Green Infrastructure strategy will establish to provide further screening of the Proposed Development and sensitively integrate it into its surroundings. It is judged that effects over time will reduce, and it is anticipated that they would not be considered significant.

*Conclusion*

A preliminary appraisal indicates that any potentially significant effects on landscape character and visual amenity arising as a consequence of the Proposed Development would be limited to the Site and its immediate context, affect a small number of potential users, and be experienced in the context of the existing urban character of Brislington, Broom Hill, and wider Bristol urban area within NCA118. A standalone Landscape and Visual Impact Assessment (LVIA) will be undertaken for the Proposed Development, prepared in accordance with guidance from the Landscape Institute, IEMA and Natural England, and submitted in support of a forthcoming planning application to demonstrate landscape and visual effects and details of appropriate mitigation where required.

***Ecology and Nature Conservation***

The Site is not subject to any statutory ecological designations, but is located within 2km of a number of designated sites, as set out in the 'Application Site and Context' section.

The Bickley Wood and Cleve Wood SSSI is designated for geological interest, not ecological, and has therefore been screened out of further consideration. The entrance to Eastwood Farm Local Nature Reserve LNR, which lies approximately 13m northeast of the Site at its closest point (opposite Broomhill Road), is notable for its wetland meadows of the River Avon and woodland habitats. The north-eastern corner of the Site is designated by Bristol City Council as a Wildlife Corridor<sup>1</sup>, which provides connectivity between the Site and Eastwood Farm LNR to the northeast. Eastwood Farm LNR is also designated as 'Important Open Space' in the Bristol Local Plan, but this is not an ecological designation. Important Open Spaces have "a

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<sup>1</sup> <https://maps.bristol.gov.uk/pinpoint/>

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role and value for recreation, leisure, community use, townscape, landscape or visual amenity quality”.

The Avon Valley Woodland LNR, located approximately 600m northeast of the Site, includes numerous habitats managed to encourage wildlife such as maturing broadleaved woodland, willow scrub and pasture.

- Troopers Hill LNR, approximately 1.6km south of the Site, is categorised as a unique area of acid grassland and heathland. It is known for its populations of rare invertebrates such as mining bees and grassland fungi species.

Stockwood Open Space LNR, approximately 1.1km south of the Site, comprises grassland and unploughed meadows on lime-rich clay soils. The site is known to support butterfly species such as meadow brown, marbled white, and large skipper.

In terms of non-statutory designated ecological sites, a total of 23 SNCI were identified by Bristol Regional Environmental Records Centre (BRERC) within approximately 2km of the Site. The Brislington Meadows SNCI is located immediately to the south of the Site, and is also designated as ‘Important Open Space’ for non-ecological purposes. The most recently available data relating to the reasons for the SNCI designation (circa 10 years old) showed habitats present included both neutral and damp grassland, scrub, hedgerows, a stream, and a small area of open mosaic habitat on previously developed land, and a number of veteran trees. Part of the designation has since been superseded by the allocation of the Site for residential development in the Bristol Local Plan. It is understood that BCC is in the process of updating the SNCI appraisal, and following preliminary discussion with BCC’s Nature Conservation Officer, a habitat survey and condition assessment is being undertaken on land adjacent to the Site by the Applicant and across the wider SNCI designation to the south by BCC to support the SNCI review.

Eastwood Farm SNCI overlaps with Eastwood Farm LNR and lies approximately 13m east of the site at its closest point opposite Broomhill Road. This SNCI is a restored landfill site designated for its habitat mosaic of broadleaved woodland (including Habitat of Principal Importance (HPI) ‘lowland mixed deciduous woodland’), wildflower-rich meadows, ponds and wetlands. East Wood and Fox’s Wood SNCI also overlaps with the LNR, extending south from Eastwood Farm SNCI along the east of the River Avon, leading in turn to the East Wood and Keynsham Humpty Tumps Complex SNCI. These two SNCI comprise primarily broadleaved woodland, including ancient woodland and secondary woodland and a diverse associated flora.

St Anne’s Valley SNCI is located approximately 175m northwest of the Site, recognised for its habitat components including HPI ‘lowland mixed deciduous woodland’ along the stream valley of Brislington Brook. The River Avon is designated as a SNCI and a composite of numerous other SNCIs also extend along its valley on the west. Knowle Golf Course SNCI is located approximately 1.1km southwest of the Site, Stockwood Open Space SNCI (which overlaps Stockwood

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Open Space LNR) is approximately 1.2km south of the Site and Arno's Vale Cemetery SNCI is located approximately 1.4km northwest of the Site at its closest point. Callington Road Nature Reserve SNCI (overlapping Callington Road LNR) is relatively located approximately 1.4km west of the Site.

A Preliminary Ecological Appraisal and further survey work has been undertaken on the Site and the findings of this in relation to key habitats and species are reported under the relevant headings below.

The PEA and a subsequent detailed botanical survey of grasslands and certain hedgerows indicate that the majority of the Site consists of poor semi-improved grassland (predominantly MG1 *Arrhenatheretum elatioris Centaurea nigra* sub-community, with one area of MG5 *Centaureo-Cynosuretum Lathyrus pratensis* sub-community and a small element of MG23a *Juncus acutiflorus* sub-community), with sections of woodland, scattered trees, scrub hedgerows and several buildings. The habitats within the Site have the potential to support roosting, foraging and commuting bats, badgers, breeding birds, invertebrates and reptiles. There is a high level of habitat disturbance in localised areas of the Site arising from its use by local residents for informal recreational purposes and dog-walking.

#### *Bats*

A total of 14 trees on Site have been assessed to have bat roost suitability. Of these, five trees have been aerially inspected. No evidence of bat roosts was identified, although the trees remain with bat roost suitability. Repeat aerial inspections of certain trees are recommended during the winter period to determine potential hibernation or winter transitional roost use. Sinnott House was subject to demolition in October 2020 following bat survey, which did not identify any evidence of a bat roost. A few small stable/storage structures are present in the north of the site, but these were not assessed to have bat roost suitability.

#### *Badgers*

A badger sett was identified within a defunct hedgerow adjacent to the allotments in the north-western area of the Site. No obvious dung pits or latrines were identified during the initial survey in September 2019 or subsequent re-inspections from July to November 2020, although monitoring for activity is ongoing, including use of a trail camera. The habitats within the Site and adjacent to the Site in the south were also considered to provide suitable foraging habitat for badger.

#### *Breeding Birds*

The Site is considered to be suitable breeding and foraging bird habitat, with nesting opportunities throughout the Site. In addition, two trees along the southern edge of

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the Site may also be suitable to support barn owl roosting or nesting. Breeding bird surveys did not identify any ground-nesting species to be present.

Species of Principal Importance (SPI) and Birds of Conservation Concern (Red or Amber list species) dunnock, house sparrow, song thrush, willow warbler and starling were confirmed probable or possible passerine breeders on the site. A sparrow hawk *Accipiter nisus* was seen incidentally on the Site but was not recorded during the breeding bird surveys. A number of other more common and widespread species were also recorded, several of which were confirmed probable or possible breeders on site. Woodland, scrub, trees and buildings/structures were identified as primary habitat with grassland being identified as secondary habitat.

#### *Reptiles*

The reptile survey completed in late August to early October 2020 recorded adult, juvenile and young slow worms, confirming a resident breeding population. Limitations to the survey effectiveness, including habitat disturbance and significant interference with the survey mats from members of the public is however likely to prevent a robust assessment of density and distribution. Consequently, based on the extensive nature of suitable habitats and the extent of positive sightings during the survey, density and distribution is assumed to be broadly consistent across the Site.

#### *Invasive Species*

Japanese knotweed and wall cotoneaster invasive species were identified within and adjacent to the Site. Japanese knotweed, present in two locations on Bonville Road, is undergoing treatment by the Applicant. Wall cotoneaster growing adjacent to the site by Broomhill Road and Belroyal Avenue was cordoned off to avoid disturbance during the demolition of Sinnott House.

#### *Construction effects*

Woodland loss, which will be unavoidable to facilitate primary access to the Site from Broomhill Road, will be minimised as far practical. Where possible, unavoidable loss of habitats (including woodland, hedgerow and grassland), will be replaced within the Site through replanting, habitat enhancement and habitat creation within the new Green Infrastructure.

A Biodiversity Net Gain (BNG) assessment will be completed adopting Natural England's biodiversity metric (currently, version 2 although an update is anticipated in December 2020). The BNG assessment will identify any additional off-site compensatory measures that may be required to deliver net gain (currently assumed to be a minimum target threshold of 10% gain). The off-site compensatory measures will be discussed and agreed with BCC and relevant stakeholders such as the Avon Wildlife Trust (AWT), including mechanism(s) for delivery.

Trees and hedgerows would be retained wherever feasible, and further survey work would be carried out if any trees with bat roost potential were required to be removed

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for the Proposed Development. If works to trees with bat roost potential were required, these would be undertaken under supervision of a licensed ecologist. If works to any trees confirmed to be supporting roosting bats were required, these would be undertaken under licence by Natural England. New lighting will be minimised to avoid light spill on to hedges, trees or ditches which could be used by foraging bats.

– A pre-commencement badger survey would be undertaken in advance of any construction work. A licence to permit disturbance of the sett (or temporary or permanent closure if avoidance of the sett is not possible) would be obtained for works to be completed in proximity of the sett in the appropriate season. All trenches or excavations would be closed overnight, or a ramp would be provided to prevent badgers (or other wildlife) from becoming trapped.

Where vegetation clearance is required it would be undertaken by a suitably qualified ecologist outside the bird breeding season (February to August inclusive). Any active nests would be left unaffected by the construction until the young had fledged and the nest is no longer in use.

The removal of invasive species will be undertaken by a suitably qualified specialist to ensure that the spread of the invasive species is avoided. Removal would be in line with an invasive species management plan that sets out the measures in accordance with best practice for removal, maintenance and to avoid spread.

An appropriate mitigation strategy for the expected reduction in suitable reptile habitat within the Site boundaries will be devised and agreed with BCC. This may include consideration of translocation to off-site receptor areas, if appropriate. Work to identify potentially suitable translocation areas, on and off site, is currently underway. Vegetation clearance would be sensitively timed and precautionary checks for reptiles would be undertaken prior to any localised vegetation clearance affecting suitable habitats or habitat features, with further details to be set out in the mitigation strategy.

The above measures would be set out in a Construction Environmental Management Plan (CEMP) that will be submitted alongside the planning application.

Potential disturbance impacts from noise generated by the construction phase would be effectively controlled by standard mitigation measures to be set out within the CEMP. Air quality impacts from dust generated during the construction phase would be controlled through the implementation of standard mitigation measures, as set out by the Institute of Air Quality Management (IAQM)<sup>2</sup>. Construction noise and dust effects on ecological receptors would therefore be controlled to a negligible level.

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<sup>2</sup> Institute of Air Quality Management (IAQM) (2016) Guidance on the assessment of dust from demolition and construction. Version 1.1



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### *Operational effects*

Following completion of the proposed development, the principle operational effects on ecology and nature conservation would be likely to arise from increased use of ecologically designated sites. Brislington Meadows SNCI (including Victory Park) and Eastwood Farm SNCI/LNR are the closest ecologically designated sites to the Proposed Development and also form a large area of 'Important Open Space' for recreational and amenity purposes, as defined in the Bristol Local Plan. They are already subject to recreational use by local residents of Brislington and Broom Hill and workers at the Bonville Road Trading Estate, with informal paths formed along desire lines through the accessible areas.

The Proposed Development would have potential to increase recreational use of these ecologically designated spaces. However, the scale of the Proposed Development is relatively small in relation to the existing population of Brislington and Broom Hill that already use them. Open space for recreational purposes would be provided within the Proposed Development, helping to contain recreational visits within the Site. The provision of enhanced pedestrian connections from the Proposed Development into Brislington Meadows SNCI (including Victory Park) and Eastwood Farm LNR would also seek to direct residents to the more accessible and less ecologically sensitive areas of the designated sites. Sensitive use of the ecologically designated sites for recreational purposes is consistent with their designation as 'Important Open Space' in the Local Plan, and with their current uncontrolled use by local residents.

There is potential for increased recreational use of other ecologically designated sites in the surrounding area, such as Avon Valley LNR and St Anne's Valley SNCI. However, the greater walking distance from the Proposed Development is likely to mean that any increase in potential usage is unlikely to result in significant adverse effects upon these sites, particularly when alternative provision will be available both within and adjacent to the Site.

The Proposed Development would be structured around a Green Infrastructure framework that seeks to maximise opportunities for ecology and biodiversity in the context of the Site's allocation for residential development and position within the Bristol Wildlife Network. The 'Building with Nature' tool would be used to ensure that ecology and nature conservation considerations are addressed early in the design process. Details of planting and habitat management would be set out in a LEMP to be submitted with the planning application.

### *Conclusion*

Due to the limited scale of development, proposed provision of Green Infrastructure, sensitive consideration of connections into nearby ecologically designated sites and, if required to deliver the minimum 10% gain for BNG, a package of habitat compensation measures (to be agreed with BCC), it is unlikely that the Proposed

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### **Brislington Meadows, Brislington, Bristol**

Development would generate significant residual effects on ecology and nature conservation. A full Ecological Appraisal and Biodiversity Impact Assessment would be undertaken prior to submission of a planning application to ensure that all ecological effects are identified and appropriate mitigation is put in place.

#### ***Heritage and Archaeology***

The Site is not subject to any statutory or non-statutory heritage designations. There are no Scheduled Monuments, Registered Battlefields or World Heritage Sites within the Site or within a 1km search area from the Site boundary.

Within the identified 1km study area of the Site there are 36 designated heritage assets comprising:

- two Conservation Areas;
- a Grade II\* Registered Park and Garden; and
- 33 Listed Buildings, of which five are Grade II\* Listed.

There are 69 non-designated heritage assets within the 1km study area, principally comprising:

- prehistoric and Roman find spots;
- the site of a Roman villa, and
- Post-medieval built heritage assets.

Baseline conditions suggest that the Site has historically comprised undeveloped and unoccupied outlying agricultural land associated with the nearby settlements of Brislington and Rock. The Site is situated in the area of the River Avon and a number of prehistoric find spots have been recovered from sites in the vicinity of the river. A number of known heritage assets dated to the Roman period are recorded within the 1km study area, including the site of a Roman villa located c850 to the south-west of the Site. A walkover survey of the Site suggested the possible remains of medieval ridge and furrow cultivation within the western part of the Site. The eastern periphery of the Site may include below-ground remains associated with a former post-medieval farmstead located adjacent to eastern Site boundary.

The Site includes six hedgerows which are considered to have been extant since at least the 1840s, and are thought to represent a surviving portion of Brislington's earlier field system dating to the late-18<sup>th</sup> century enclosure. These six hedgerows are therefore treated as 'important', in accordance with the archaeology and history criteria of the Hedgerow Regulations 1997 (Schedule I, Part II).

#### ***Construction effects***



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### **Brislington Meadows, Brislington, Bristol**

Potential impacts during the construction phase can be physical, such as removal or partial removal of an asset, or severance of an asset. They can also be non-physical, for example, visual intrusion, or other changes to the setting of an asset. Similarly, operational phase impacts are likely to be a non-physical, visual intrusion or other changes to the setting of an asset.

Construction phase effects relate predominantly to physical effects on heritage assets within the Site. The construction phase of the Proposed Development may result in partial or total loss or harm to any unknown below-ground heritage assets contained within the Site.

The construction phase of the Proposed Development may also impact on possible ridge and furrow remains of low heritage significance, and the possible remains associated with an adjacent former post-medieval farmstead, also of low heritage significance. The likely magnitude of impact on these assets is likely to be moderate to high, with the significance of effect judged as minor adverse.

Measures identified to minimise, avoid or mitigate any likely significant adverse effects on heritage assets with archaeological interest include making a record of the heritage significance of the asset before the significance is harmed or lost. This would be undertaken by way of a geophysical survey or trial trenching as appropriate, and if required, a further mitigation strategy, such as a programme of excavation and recording, would be put in place.

The scope of any evaluation and/or mitigation measures would be confirmed in consultation with the Principal Historic Environment Officer, who acts as archaeological advisor to BCC.

Measures identified to minimise adverse effects to ‘important’ hedgerows include avoidance and inclusion within the Site’s masterplan. Where this cannot be put in place due to design constraints and hedgerows must be removed, the approach will be agreed with BCC.

The Site has the potential to include as yet unknown heritage assets dating to the prehistoric, Roman, medieval and Post-medieval periods. Baseline conditions within the 1km study area suggest that any such remains are likely to be of low heritage significance.

No significant effects to the settings of built heritage assets are considered likely during the construction phase of the Proposed Development.

#### *Operational effects*

No significant effects on non-designated heritage assets contained within the Site are predicted during the operational phase, as the Site will have already been subject to archaeological mitigation prior to the construction phase.

Effects upon completion would comprise the permanent alteration to the landscape character of the Site from fields to residential development. The Site is assessed as

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### **Brislington Meadows, Brislington, Bristol**

providing a minor positive contribution to the heritage significance of the Avon Valley and Brislington Conservation Areas, as representing the remains of the former enclosed landscape that bordered Brislington Common. The Conservation Areas are of high heritage significance and the effects of development are likely to represent minor adverse changes to the setting of these assets. The significance of effect is assessed as, at most, minor adverse.

#### *Conclusion*

A preliminary desk-based assessment of the Proposed Development on the potential effects on Cultural Heritage and Archaeology has been undertaken. The assessment has considered the potential effects of the Proposed Development on heritage assets within the Site and within a 1km study area from the Site.

There are no designated heritage assets within the site boundary and although there is one Grade II\* Registered Park and Garden, and 33 Listed buildings, including five that are Grade II\* Listed, however the Site is not considered to be within the setting of these assets.

The site is assessed as providing a minor positive contribution to the heritage significance of two Conservation Areas, the Avon Valley Conservation Area and the Brislington Conservation Area. Development within the Site is likely to represent minor adverse change to the setting of these assets. The significance of effect is assessed as, at most, minor adverse.

It is considered that the construction and operation of the Proposed Development would not give rise to significant adverse effects on heritage assets. An Archaeological desk-based assessment will be submitted with the planning application, together with additional information agreed with BCC's Historic Environment Officer.

#### *Transport and Access*

The Site would be accessed via Broomhill Road to the north of the Site opposite to the junction with Whitmore Avenue. The primary internal access for vehicles, pedestrians and cyclists into the Site would be routed from the north-eastern corner of the Site from Broomhill Road.

Broomhill Road is two-way road which is subject to a 30mph speed limit. Pavements and street lighting are provided on both sides of the road and a zebra crossing is provided approximately 10m west of the proposed Site access. There are a number of local bus stops provided close to the Site access, with the closest located approximately 50m northeast of the Site, and another located approximately 80m west of the proposed Site access.

Broomhill Road provides access to Allison Road, which is located approximately 40m north of the Site, via the junction with Fermaine Avenue approximately 370m

**Brislington Meadows, Brislington, Bristol**

- west of the proposed Site access point. Fermaine Avenue is a 20mph road, with pavements and street lighting provided on both sides of the road and continues for a length of approximately 160m before continuing as Allison Road. Fermaine Avenue and Allison Road are one-way roads whereby traffic is restricted to travel in a westerly direction only, towards School Road. Allison Road is a 20mph speed limit road and cars are parked on either side of the road. The road has pedestrian pavements on either side and street lighting is provided on the northern side of the road. Beyond its junction with, and pedestrian crossing over, School Road, Allison Road continues westward towards Sandy Park Road and the centre of Brislington.

School Road, located immediately west of the Site, is a two-way road with a 30mph speed limit. The road has pedestrian pavements on either side and street lighting is provided on the western side of the road. Two bus stops are present on School Road approximately 60m south of the Site.

The Proposed Development would provide a network of new pedestrian routes and cycleways through the Site, which would connect to the existing PRowS within and surrounding the Site. The alignment of some existing PRowS within the Site may be altered but would remain as close to their current alignment as possible. East-west pedestrian/cycle movement, connecting Brislington Trading Estate to School Road, will be improved, as will the connection from the centre of Broomhill to Victory Park, improving access to destinations including Brislington Retail Park and Brislington Enterprise College. A number of informal trodden paths currently present within the Site would also remain on their current alignment where feasible, which would be connected to the proposed pedestrian and cycle network.

A two stage Transport Assessment is being undertaken and will inform the potential need for off-site improvements on the local road network.

*Construction effects*

Construction traffic movements will be via Bonville Road and would be managed in accordance with standard best practice measures as set out in the Construction Traffic Management Plan (CTMP) to ensure that conflicts with other road users do not occur. The CTMP would accompany the planning application.

*Operational effects*

Once completed, traffic generated by the Proposed Development would primarily arise from the movement of new residents to and from the Site.

The IEMA Guidelines (IEMA 1993) provide two 'rules of thumb' as a screening process to ensure a proportionate assessment of traffic impacts and the determination of which traffic links require assessment. The rules are as follows:

- Rule 1: Include highway links where traffic flows will increase by more than 30% (or the number of heavy goods vehicles will increase by more than 30%);

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### **Brislington Meadows, Brislington, Bristol**

- Rule 2: Include any other specifically sensitive areas where traffic flows have increased by 10% or more

Where the predicted increase in traffic flows is lower than the above thresholds, the IEMA Guidelines suggest the scale of the effects can be stated to be negligible (not significant). Furthermore, increases in traffic flows below 10% are generally considered to be insignificant in environmental terms given that daily variations in background traffic flow may vary by this amount.

Initial modelling suggests that the Proposed Development is unlikely to result in increases in two-way traffic greater than 30% on any links within the surrounding network. There is potential that some links such as Broomhill Road and School Road may experience increases greater than 10%. However, given the scale of the Proposed Development and the urban context within which it is located, it is unlikely that this would result in a significant effect on those matters normally addressed in an EIA, notably: severance; pedestrian delay; pedestrian amenity; cyclist delay & amenity; driver delay; accidents; and safety of public transport.

The Site's good pedestrian connectivity and close proximity to the Broomhill Road/Fermaine Avenue Local Centre and bus stops along Broomhill Road and School Road will enable many residents of the Proposed Development to use active travel and public transport for local journeys, reducing the need for car-based trips. Maximising the convenience of these modes will be a key design consideration, and a Travel Plan will be prepared to set out how residents would be encouraged to use non-motorised modes of transport.

As a residential development, the Proposed Development will not generate hazardous loads.

#### *Conclusion*

Given the limited increase in two-way traffic flows identified in the preliminary modelling, no significant traffic and transport effects are anticipated as a result of the Proposed Development. A Transport Assessment is being undertaken to identify all potential impacts arising from the Proposed Development, and to ensure that any identified impacts are minimised and mitigated where appropriate, including through improvements to the off-site highway network.

#### ***Hydrology and Flood Risk***

The Site is wholly located within Flood Zone 1, which is an area of low risk of flooding. An area located in Flood Zone 2 and 3, an area classed as having medium to high risk of flooding, lies close to the Site's southern boundary. The Site is characterised by very low risk of surface water flooding and is also at very low risk of reservoir inundation.

The River Avon is located approximately 400m east of the Site and Brislington Brook is located 250m west of the Site. An unnamed tributary of Brislington Brook passes

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### **Brislington Meadows, Brislington, Bristol**

close to the Site's southern boundary. No other watercourses or waterbodies are present within the Site boundary.

The Site would occupy an area of more than 1ha and therefore a Flood Risk Assessment (FRA) would be prepared and submitted alongside the planning application. The FRA would discuss recommendations for the drainage strategy at the Site, which would apply SuDS best practice principles in order to mitigate any potential issues relating to volume of runoff and flow rates discharged off the Site. SuDS principle will also be used to mitigate any potential issue relating to surface water quality discharged off the site.

#### *Construction effects*

The construction phase would include drainage measures to ensure that the rate of runoff is controlled without increasing the flood risk elsewhere.

In terms of water quality, drainage techniques on Site would include measures to remove any potential suspended sediment caused by soil erosion and to protect watercourses during the construction phase.

As such effects on water quality as a result of the Proposed Development are not anticipated to be significant.

#### *Operational effects*

The Proposed Development would result in an increase in impermeable area due to the increase in hardstanding and built infrastructure at the Site. Options for infiltration techniques will be developed to maintain the Site's pre-development hydrological regime in accordance with the SuDS hierarchy subject to ground investigation results. If infiltration is not possible, it is likely that water will be discharged to the unnamed watercourse either directly or via a surface water sewer or to highway drains to the west of the Site in School Road.

The drainage strategy would be developed to ensure that the risk of flooding is not increased at the Site or elsewhere. Additionally, the Proposed Development and drainage system would be designed to include allowance for climate change to ensure that Site would operate safely in the event of flooding.

#### *Conclusion*

Overall, significant hydrology and flood risk effects are not anticipated as a result of the Proposed Development. A Flood Risk Assessment and Outline Drainage Strategy will be prepared and submitted with the planning application to demonstrate how

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### **Brislington Meadows, Brislington, Bristol**

issues relating to hydrology and flood risk have been considered and to set out the principles of a sustainable urban drainage strategy.

#### ***Geology and Ground Conditions***

The Site is not subject to any statutory geological designation. It is characterised by Farrington Member and Barren Red Member bedrock geology, which comprises mudstone, siltstone and sandstone, as indicated by the British Geological Survey.

- The Site is characterised by high groundwater vulnerability and overlays a Secondary A aquifer. The Site is not located within a groundwater Source Protection Zone (SPZ) and is not located within a Nitrate Vulnerable Zone. There are no water abstraction boreholes within the Site boundary.

Historic mapping from 1884 (1:2,500) and OS six inch to the mile from 1888-1913 identifies that the Site has not previously been developed. The Site is not subject to any historic landfilling. The nearest historic landfill site is located approximately 570m northeast of the Site at Eastwood Farm.

Geological maps, the Coal Authority report and the Department of the Environment reports suggest that shallow coal seams crop out approximately 500m north of the Site and to the immediate south. The Coal Authority does not have records of mining shafts within or close to the Site nor of mine gas detection within 500m. Permission from the Coal Authority will be required to undertake site investigation works in a small part of the Site.

In terms of radon, the majority of the Site is located within an area identified as having a maximum radon potential of less than 1%. The southeastern part of the Site is located within an area with a maximum radon potential of 1-3%.

The Site is identified to have a high risk of unexploded ordnance (UXO) potential and is known to have suffered three direct hits during the Second World War.

#### ***Construction effects***

The risk of spillage during the construction phase would be controlled through the implementation of standard best practice measures, as implemented through the CEMP and as such, significant effects from pollution are not anticipated at the Site.

The foundations required for the construction of the Proposed Development would be subject to detailed Site investigations and ground stability risks would be managed through appropriate mitigation measures, where required.

Mitigation measures will be put in place to identify and avoid impacts arising from the potential presence of UXO on the Site in line with legal requirements and best practice. This will include making all operatives aware of the UXO situation on the Site and undertaking further geotechnical investigations, samples and magnetometer surveys at the appropriate time before and during construction.

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As such, the Proposed Development is not considered to give rise to significant effects on geology and ground conditions at the Site.

#### *Operational effects*

Due to the nature of the Proposed Development, it is unlikely that there would be any spillage incidents to generate significant effects from pollution. As such, it is not anticipated that the Proposed Development would result in significant effects to geology and ground conditions.

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#### *Conclusion*

Overall, significant effects on geology and ground conditions are not considered likely as a result of the Proposed Development. The Site is greenfield and has not been subject to previous development and so it is not anticipated that there is a significant risk of contamination present at the Site. The construction and operation of the Proposed Development will not result in any significant quantities of contaminated material or substances. Potential coal mining and ground stability issues will be appropriately investigated and mitigated. A Land Quality Statement will be prepared and submitted with the planning application that includes assessment of contaminated land and ground risk, as may relate to the Proposed Development.

### ***Air Quality***

The Site is not located within an Air Quality Management Area (AQMA). The nearest AQMA (Bristol) is located approximately 525m south of the Site which extends along the A4 (Bath Road).

#### *Construction effects*

Impacts to air quality are likely to be limited to dust and vehicle emissions generated by the construction phase. Dust would be effectively controlled through standard best practice measures<sup>3</sup> to reduce dust impacts to a negligible level. In terms of construction emissions, guidance from Environmental Protection UK (EPUK) states that for construction traffic impacts on air quality are likely to require assessment for large, long-term construction sites that would generate large heavy good vehicles (HGV) flows (more than 200 movements per day) over a period of more than a year or more. The Proposed Development is limited in size and is not likely to generate HGV movements above this threshold.

There are no other activities that are likely to give rise to significant air quality effects.

#### *Operational effects*

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<sup>3</sup> Institute of Air Quality Management (IAQM) (2016) Guidance on the assessment of dust from demolition and construction. Version 1.1



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### **Brislington Meadows, Brislington, Bristol**

Due to the nature of the Proposed Development, it is not anticipated that it would give rise to significant air quality effects from combustion sources.

Guidance from the EPUK and the IAQM<sup>4</sup> identifies that the Site is not located within a 'sensitive area'. The guidance notes that the indicative criteria for an Air Quality Assessment include a significant change in Heavy Duty Vehicles (HDV) flows on local roads with relevant receptors (a change of more than 100 annual average daily traffic), or a change of more than 500 annual average daily traffic for Light Duty Vehicles (LDV).

It is not anticipated that the Proposed Development would fall into this category with regards HGVs. The only HGV movements associated with the Proposed Development upon completion are likely to be refuse collection lorries, which would already be on the highway and would be expected to extend their existing route to enter the Site. It is anticipated that, on average, trips by refuse collection lorries to the Proposed Development would not exceed 1.5 per week (assuming weekly recycling and fortnightly waste collection).

Initial traffic modelling indicates that on the basis of a maximum of 300 dwellings, the increase in LDVs associated with the Proposed Development (primarily resident's cars) will exceed the 500 AADT threshold for an Air Quality Assessment. However, due to the limited scale and type of the Proposed Development, and the anticipated distribution of traffic flows to and from the Site by residents with private cars, significant effects on air quality are not considered likely.

#### *Conclusion*

Overall, for the reasons set out above, a significant effect on air quality is not considered likely as a result of the Proposed Development. An Air Quality Assessment in line with EPUK and IAQM guidance will be undertaken to identify all potential air quality effects and will be submitted with the planning application.

#### *Noise and Vibration*

Existing noise sources surrounding the Site include the A4 (Bath Road) and Bonville Road Trading Estate.

There are no noise generating sources within the Site.

Sensitive noise receptors are located within close proximity to the Site, which include the residential dwellings which front Belroyal Avenue and Allison Road, including St Cuthberts Drive and Broomhill Road, immediately north of the Site. Other nearby sensitive noise receptors include the Brislington Centre learning facility and dwellings fronting Hardwick Close which are located on the western side of School Road adjacent to the Site's western boundary. Saint Peter's Methodist Church is also located approximately 40m north of the Site on Allison Road. The Broomhill Junior

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<sup>4</sup> EPUK and IAQM (2017) Land-Use Planning & Development Control: Planning For Air Quality



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### **Brislington Meadows, Brislington, Bristol**

School and Mama Bear's Day Nursery also lie immediately north of the Site, and the playing fields at Victory Park are located approximately 160m to the south.

#### *Construction effects*

The Proposed Development would give rise to temporary construction noise and vibration from on-site construction activities and from construction traffic movements to and from the Site on the local road network.

- Construction noise and vibration would be temporary and would be controlled to a negligible level through the implementation of the CEMP. The construction traffic would be managed in accordance with a CTMP. As such, noise and vibration generated during the construction of the Proposed Development is not anticipated to be significant.

#### *Operational effects*

Once operational, noise generated by the Proposed Development is a likely to be limited to the residents' vehicle movements moving to and from the Site. Given the scale of the Proposed Development, it is not anticipated that significant noise effects from traffic would be likely to occur on existing and proposed sensitive receptors.

Due to the residential nature of the Proposed Development, it is not anticipated that significant vibration effects would be generated at the Site.

The potential impact of existing sources of noise associated with Bonville Road Trading Estate would be mitigated where necessary through the orientation and design of residential properties.

#### *Conclusion*

Overall, significant noise and vibration impacts are not considered to be significant as a result of the Proposed Development. A Noise Risk Assessment will be prepared and submitted with the planning application.

#### *Socio-economics and Community Effects*

There are a number of community facilities within the vicinity of the Site. Broomhill Junior and Infant Schools and Mama Bear's Day Nursey are located immediately north of the Site boundary. The Junior and Infant schools currently have spare capacity.

Oasis Academy Brislington is the nearest secondary school to the Site, which is approximately 900m south of the Site and has spare capacity. Hanham Woods Academy secondary school is located approximately 1.3km northeast of the Site.

The Bonville Road Trading Estate, which is defined as an area of 'Principal Importance and Warehousing Area' in the Bristol City Council Core Strategy (2011),

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### **Brislington Meadows, Brislington, Bristol**

is located immediately to the east of the Site. The Eldonway and Newbridge trading estates are located within 1.2km northeast of the Site.

In terms of transport, there are a number of bus stops close to the site. The nearest bus stop is located approximately 50m northeast of the Site on Whitmore Avenue, which serves the 1, 435, 513 and 514 services. Lawrence Hill station is the closest railway station to the Site, located approximately 2.6km northwest. Bristol Temple Meads railway station is located approximately 3km northwest of the Site and Keynsham station is located approximately 3.5km southeast of the Site.

The Site is well-connected by PRoWs including public footpaths BCC478/10 through the northeast corner of the Site; BCC482/20 providing access between Brislington and Bonville Road Trading Estate; and public footpath BCC415/10 approximately 260m north of the Site, providing links to a wider network of PRoW at Eastwood Farm and Conham River Park via the ferry.

There are a number of shops and businesses on Broomhill Road within 200 metres north of the Site, forming the Broomhill Road/Fermaine Avenue Local Centre in the Bristol Local Plan.

Birchwood Medical Practice at Brooklea Health Centre is the closest GP surgery to the Site, located approximately 770m northwest of the Site, and is accepting new patients.

Public open spaces located in the vicinity include Victory Park located immediately south of the Site; Nightingale Valley forming part of St Anne's Valley SNCI located approximately 190m west of the Site northwest; and Eastwood Farm and Conham River Park located approximately 450 metres northeast of the Site, the latter accessed by ferry.

#### *Construction effects*

There is likely to be some temporary employment generated during the construction phase of the Proposed Development resulting in some short-term benefit to the local community. However, due to the scale of the Proposed Development, this effect is not anticipated to be significant.

In terms of community effects, the PRoW footpaths within the Site would remain on or close to their current alignment and as such the construction phase would not significantly affect the routing or journey length of any PRoW footpath, although there may be the need for some temporary, localised closure of the BCC478/10. Therefore, significant effects to PRoW as a community resource are not considered likely.

#### *Operational effects*

Due to the nature of the Proposed Development, significant employment effects generated by the operational phase are not anticipated to be likely. The Proposed

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### **Brislington Meadows, Brislington, Bristol**

Development may generate a beneficial effect as a result of the increased level of economic spend and activity at the local shops and businesses by the new residents of the Site. However, due to the scale of the Proposed Development, this effect is not anticipated to be significant.

The Proposed Development would provide a new pedestrian and cycle network, which would improve accessibility across the Site to existing facilities in the local area, including nearby shops, schools, recreational facilities and areas of employment. Some minor alterations to the alignment of existing PRoWs across the Site may be necessary, but this would not diminish their connectivity or function for the local community. The beneficial effect of improved accessibility to community facilities is not anticipated to be significant.

Consultation will be undertaken with BCC and other stakeholders such as the Bristol Clinical Commissioning Group to understand their current outlook for educational places and health provision in the local area, as well as prepare an estimate of the potential additional demand on services arising from the Proposed Development. This will enable potential impacts on school capacity and health provision to be identified and for any impacts to be mitigated, for example through funding of additional school places or changes to provision where appropriate. Given the existing capacity of most local schools and health facilities it is not anticipated that significant effects would arise as a result of the Proposed Development.

#### *Conclusion*

Overall, significant socio-economic and community effects are not anticipated to be likely as a result of the Proposed Development. A Health Impact Assessment and Economic Benefit Statement will be prepared and submitted with the planning application to assess all potential impacts and set out mitigations as appropriate.

#### *Agriculture and Soil*

The Site is located wholly in an area predominantly in urban use as defined by the Agricultural Land Classification (ALC) published by Natural England. The Site therefore does not comprise Grade 1, Grade 2a or Grade 3a best or most versatile (BMV) agricultural land.

The soil at the Site is characterised as freely draining, slightly acidic loamy soil.

#### *Construction effects*

During the construction phase, principles of good practice in soil handling and restoration would be adhered to in accordance with relevant guidance<sup>5</sup> to minimise damage to soil resource. As such, a significant effect to soil resource as a result of the construction phase is not considered likely.

#### *Operational effects*

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<sup>5</sup> Ministry of Agriculture, Fisheries and Food (MAFF) (2000) Good Practice Guide for Handling Soils.

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### **Brislington Meadows, Brislington, Bristol**

Due to the nature of the Proposed Development, significant effects to agricultural soil resource is not considered likely.

#### *Conclusion*

- Overall, significant effects to agriculture and soil are not considered likely as a result of the Proposed Development. As the Site is categorised as ‘urban use’ by Natural England, does not constitute ‘best and most versatile’ agricultural land, and is allocated for housing development in the Bristol Local Plan, it is not considered necessary to submit an Agricultural Land Assessment with the planning application to identify potential effects.

### ***Human Health***

#### *Construction phase*

Impacts to health as a result of the construction phase are likely to be limited to changes in local air quality from potential sources of pollution (dust, vehicle emissions). As previously mentioned, such effects would be effectively controlled to a negligible level by implementation of standard best practice measures, in accordance with IAQM guidance and implemented through the CEMP. HGV movements are not expected to exceed the threshold set out in the EPUK guidance (more than 200 movements per day over a period of a year or more) and therefore effects on air quality or health from construction vehicle movements are not anticipated to be significant.

Potential impacts to health from the risk of spillage during the construction phase would be controlled through the implementation of standard best practice measures in accordance with the CEMP, which would include measures requiring workers on Site to wear appropriate personal protective equipment (PPE) and would specify emergency response procedures. Therefore, significant effects from pollution to human health are not anticipated.

#### *Operational effects*

Due to the nature of the Proposed Development and the limited effects anticipated in relation to noise, air quality and contamination associated effects to human health during its operation are not anticipated to be significant.

#### *Conclusion*

Overall, significant effects to human health are not considered likely as a result of the Proposed Development. A Health Impact Assessment will be prepared and submitted with the planning application.

### ***Interrelationships and cumulative effects***

Schedule 3 of the EIA Regulations 2017, as amended, states that characteristics of development must be considered with particular regard to, amongst other things, the cumulation with other existing development and/or approved developments.

**Brislington Meadows, Brislington, Bristol**

An initial review of Bristol City Council, South Gloucestershire Council and Bath and North East Somerset Council planning systems has been undertaken within the area of interest (3km from the Site).

- Outline planning application 18/05184/P (Bristol City Council) with all matters reserved other than access for the partial demolition, refurbishment and redeveloped of Broadwalk Shopping Centre and adjacent land to provide a mixed use scheme comprising residential development, commercial uses, offices and leisure uses, is located approximately 2km west of the Site. Bristol City Council has resolved to grant planning permission subject to the agreement of planning obligations.

Planning application 19/03867/P (Bristol City Council) for the phased development including demolition and remediation for up to 23,543m<sup>2</sup> GIA of office and research use, 371 dwelling houses, a 1,600 pupil secondary school and a buildings to provide 693 student bed spaces, infrastructure and a new canal side walkway, is located approximately 2.2km northwest of the Site. Bristol City Council resolved to grant planning permission in August 2020 subject to the agreement of planning obligations. The application was subsequently called in for review by the Secretary of State for Housing, Communities and Local Government and the review process is ongoing.

Planning application 20/00299/F (Bristol City Council) for the demolition of existing structure and development of 173 dwellings with the provision of public open space, play areas and associated infrastructure is located approximately 2.4km southwest of the Site. The application has not yet been determined.

Planning application 19/04881/P (Bristol City Council) for a hybrid application for the phased development for mixed community use including the provision of a new secondary school and associated infrastructure is located approximately 2.9km southwest of the Site. The application has not yet been determined.

*Construction effects*

Due to the distances and intervening development between the identified application sites above and the Site, it is unlikely that there would be any intervisibility during construction from visual receptors. As such, significant cumulative visual effects are not considered likely.

The Proposed Development itself is unlikely to generate significant effects on traffic, air quality, noise, hydrology and flood risk, geology and ground conditions and human health, with the implementation of standard best practice measures in accordance with the CEMP.

In the unlikely event that the construction phases of the developments identified above coincide with that of the Proposed Development at Brislington Meadows, it is not considered that the Proposed Development would make a significant contribution to such cumulative effects. There is a considerable distance between the sites, which

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### **Brislington Meadows, Brislington, Bristol**

would preclude localised air quality and noise effects being experienced simultaneously.

Traffic associated with the Proposed Development is unlikely to merge with that from other identified sites apart from on the strategic road network, where the increase would not be significant.

No off-site effects are anticipated with regards drainage, flood risk or human health.

– In terms of cumulative socio-economics effects, in the unlikely event that the construction phase of the Proposed Development coincided with the construction of the planning applications identified above, there may be some beneficial cumulative effect from an increased level of local employment. However, due to the scale of the Proposed Development, the cumulative beneficial effect is not considered to be significant.

#### *Operational effects*

Similarly to the construction phase, intervisibility of the Site with other planning applications identified above is not likely due to the intervening development and distances between. The proposed planting at the Site would have also had time to establish, further providing visual screening to the Proposed Development. As such, significant cumulative visual effects are not anticipated.

In terms of effects on landscape resource, the identified applications above are within the built area of Bristol City and therefore the change of landscape character would be seen in the context of the existing built development and therefore it is unlikely that significant cumulative effects to landscape character would occur.

The Proposed Development itself is not of a type to generate significant employment effects. As such, the Proposed Development is unlikely to contribute significantly to any cumulative employment effect.

No other impacts were identified that would potentially give rise to significant cumulative effects.

### **Conclusion**

This report identifies that the Proposed Development does not constitute Schedule 1 development and is considered to be Schedule 2 development, as defined by the EIA Regulations.

The likely effects of the Proposed Development have been discussed along with proposed mitigation measures to control and minimise impacts to an acceptable level.

Overall, the Proposed Development is not considered to constitute EIA development in accordance with the EIA Regulations.

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**Brislington Meadows, Brislington, Bristol**

We would be grateful if you could confirm if Bristol City Council agrees that the Proposed Development does not constitute EIA development, so that preparation and submission of the planning application can proceed.

Pre-application discussions are ongoing with the council to agree the full information requirements for a planning application, however at this stage it is anticipated that the application would be supported by the following reports:

- • Design and Access Statement;
- Design Code;
- Planning Statement;
- Statement of Community Involvement;
- Transport Assessment;
- Travel Plan
- Construction Environment Management Plan (CEMP) and Construction Traffic Management Plan (CTMP);
- Flood Risk Assessment (FRA);
- Drainage Strategy
- Landscape and Ecological Management Plan (LEMP);
- Open Space Assessment;
- Archaeological Survey Report
- Arboriculture Survey Report;
- Ecological Survey Report/Ecological Appraisal (including protected species surveys);
- Biodiversity Net Gain Strategy;
- Noise Risk Assessment;
- Air Quality Report;
- Sustainability and Energy Statement;
- Affordable Housing Statement;
- Utilities Report;
- Health Impact Assessment;
- Economic Benefit Statement
- Land Quality Statement

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**Brislington Meadows, Brislington, Bristol**

If you would like to discuss any part of this letter, please do not hesitate to contact me.

Paul Connelly

Director

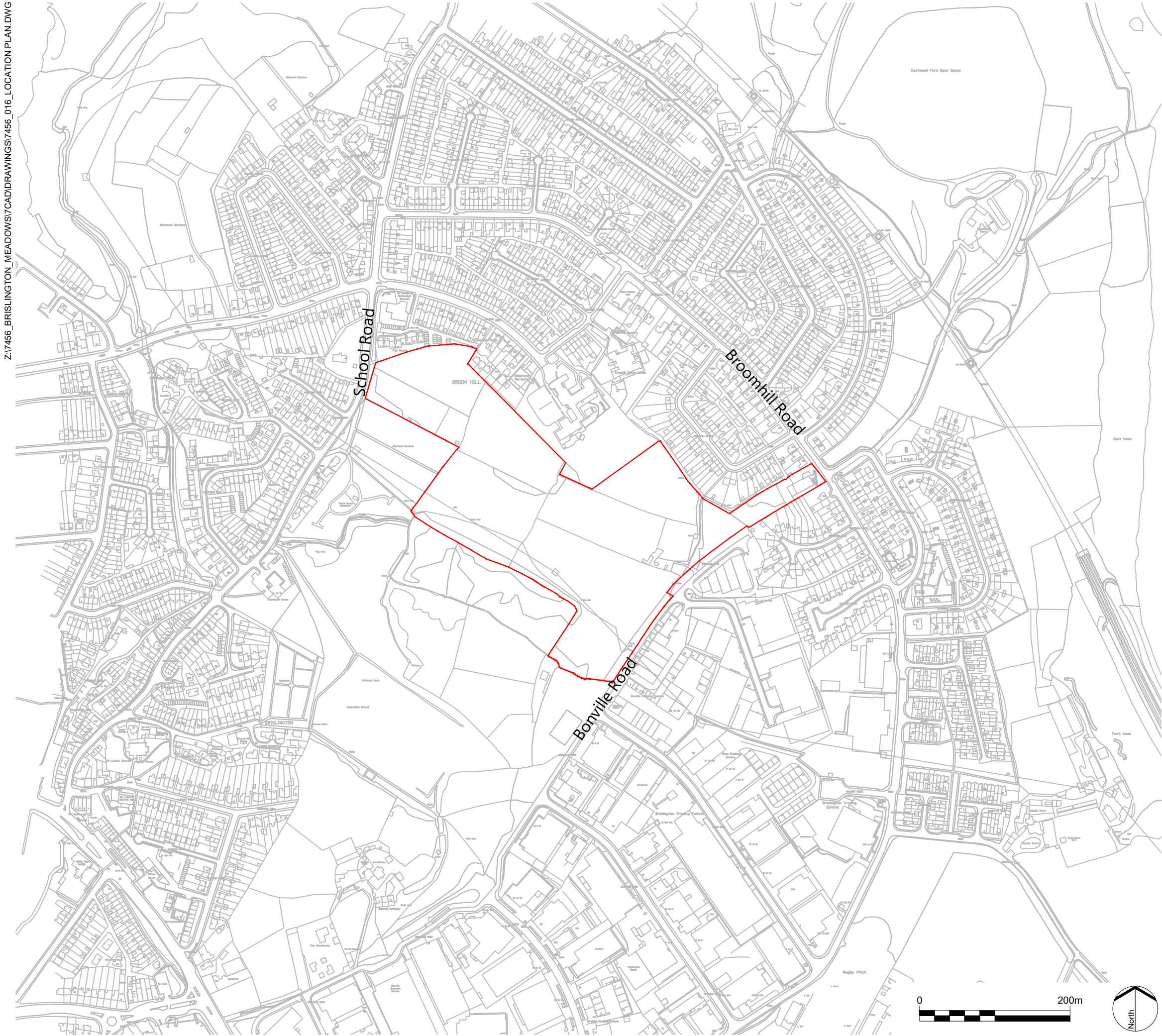
[Paul.Connelly@lda-design.co.uk](mailto:Paul.Connelly@lda-design.co.uk)

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LEGEND

— Site Boundary

REV. DESCRIPTION APP. DATE

LDĀDESIGN

PROJECT TITLE  
7456 - Brislington Meadows

DRAWING TITLE  
Location Plan

ISSUED BY	Bristol	T: 0117 203 3628
DATE	October 2020	DRAWN RS
SCALE@A3	1:5,000	CHECKED DW
STATUS	Draft	APPROVED PC

DWG. NO 7456\_016

No dimensions are to be scaled from this drawing.  
All dimensions are to be checked on site.  
Area measurements for indicative purposes only.

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Sources Ordnance Survey