

Appendix 3: Assessing the effects of the Bristol Local Plan Pre-Submission Publication Version (November 2023)

Introduction

This appendix sets out the anticipated sustainability effects of the policies presented in the Bristol Local Plan Pre-Submission Publication Version (November 2023) against the Sustainability Framework set out in the Main Report and replicated in Appendix A Scoping Report. The appraisal findings are grouped by topic area and are presented to follow the order of the policies as presented in the Local Plan document.

For each group of policies, a section is included to detail whether any reasonable alternatives were considered as part of the work undertaken for the Interim SA Report (2019) and if there is a need to consider any further alternatives as part of this report. Each section also details changes to policy text from those policies that were included in earlier iterations of the plan (i.e. the Draft Local Plan March 2019 Consultation version or the Draft Local Plan Further Consultation November 2022 version) to the Pre-Submission Publication Version (November 2023).

The Interim SA Report (2019) set out a series of opportunities to maximise benefits (MB), provisions for appropriate mitigation (AM) and suggestions of appropriate cross-referencing (CR) to address perceived effects of implementing a policy in isolation.

In most cases, appropriate mitigation suggested in the Interim SA Report (2019) has been incorporated as necessary within draft policy changes to mitigate effects. Suggestions for 'cross-referencing' as set out in 2019 are generally not carried forward on the basis that the Pre-Submission Publication Version (November 2023) is no longer a 'Review', and indeed that the Development Plan must be taken as a whole, making cross-referencing redundant. Opportunities to maximise benefits have been embedded where proportionate and effective to do so, or captured as potential measures to monitor progress of the Local Plan.

The Bristol Local Plan Pre-Submission Publication Version (November 2023) 'retains' a number of the policies from the currently adopted Local Plan. Where this is the case, and no material change has been made to the policy from that presented in the adopted development plan, an appraisal of that adopted policy is not included in this SA report. These policies are set out within Table 1 below. It is accepted that the sustainability effects of these policies will not have changed from those presented in the sustainability appraisal work undertaken for the adopted Local Plan, and it is not necessary to duplicate the assessment.

Where there are slight wording changes to draft policies, the sustainability effects of these policies are assessed briefly in the final section of this Appendix. It is not proportionate nor necessary to assess these retained policies against the full SA Assessment Framework; instead, a simple commentary is provided on the differences.

Bristol Local Plan Pre-Submission Publication Version (November 2023)
Sustainability Appraisal
Appendix 3 Assessing the effects of the Publication Version Policies

Table 1 Approach to Assessment of Retained Policies

Policy in Publication Version November 2023 Draft Local Plan	Policy in adopted Local Plan	Approach to Assessment
Chapter 9 Centres, Shopping and Evening Economy of Pre-Submission Publication Version (November 2023)		
Policy SSE8 Public houses	Policy DM6 Public houses (Site Allocations and Development Management Policies (2014))	See Section 'Assessing Changes to Retained Policies'.
Chapter 10 Biodiversity and Green Infrastructure of Pre-Submission Publication Version (November 2023)		
BG6 Development of private gardens	Policy DM21 Development of Private Gardens (Site Allocations and Development Management Policies (2014))	Minor changes proposed, which have no material change to the assessment of effects. No further assessment undertaken.
BG7 The St. Paul's Green Link	BCAP24 The St Paul's Green Link (Bristol Central Area Plan (2015))	See Section 'Assessing Changes to Retained Policies'
GI A Open Space for Recreation	DM16 Open Space for Recreation (Site Allocations and Development Management Policies (2014))	Minor changes proposed, which have no material change to the assessment of effects. No further assessment undertaken.
Chapter 11 Transport of Pre-Submission Publication Version (November 2023)		
T3A Transport development management	DM23 Transport development management (Site Allocations and Development Management Policies (2014))	See Section 'Assessing Changes to Retained Policies'
T5A Public rights of way	DM23 Transport development management (Site Allocations and Development Management Policies (2014))	Minor changes proposed, which have no material change to the assessment of effects. No further assessment undertaken.
Chapter 12 Community Facilities of Pre-Submission Publication Version (November 2023)		
CF1 Provision of community facilities	BCS12 Community Facilities (Bristol Core Strategy (2011))	Minor changes proposed, which have no material change to the assessment of effects. No further assessment undertaken.
CF2 Retention of community facilities	DM5 Protection of Community Facilities (Site Allocations and Development Management Policies (2014))	Minor changes proposed, which have no material change to the assessment of effects. No further assessment undertaken.
Chapter 13 Net Zero and Climate of Pre-Submission Publication Version (November 2023)		
FR1 Flood risk and water management	BCS16 Flood risk and water management (Bristol Core Strategy (2011))	See Section 'Assessing Changes to Retained Policies'
Chapter 14 Design and Conservation of Pre-Submission Publication Version (November 2023)		
Policy DC3: Alterations to existing buildings	DM30 Alterations to Existing Buildings (Site Allocations and Development Management Policies (2014))	See Section 'Assessing Changes to Retained Policies'
DC4 Recycling and refuse provision in new development	DM32: Recycling and Refuse Provision in New Development (Site Allocations and Development Management Policies (2014))	See Section 'Assessing Changes to Retained Policies'
CHE1 Conservation and the historic environment	BCS22 Conservation and the historic environment (Bristol Core Strategy (2011))	See Section 'Assessing Changes to Retained Policies'

Policy in Publication Version November 2023 Draft Local Plan	Policy in adopted Local Plan	Approach to Assessment
Chapter 15 Health, wellbeing and food sustainability of Pre-Submission Publication Version (November 2023)		
HW1A Noise	DM35 Noise Mitigation (Site Allocations and Development Management Policies (2014))	See Section 'Assessing Changes to Retained Policies'
HW1B Contaminated Land	DM34 Contaminated Land (Site Allocations and Development Management Policies (2014))	See Section 'Assessing Changes to Retained Policies'
HW2B Health and Development	DM14 The Health Impacts of Development (Site Allocations and Development Management Policies (2014))	Minor changes proposed, which have no material change to the assessment of effects. No further assessment undertaken
Chapter 16 Utilities and Minerals of Publication Version November 2023 Draft Local Plan		
UM1 Telecommunications	DM36 Telecommunications (Site Allocations and Development Management Policies (2014))	No changes proposed, no further assessment undertaken.
UM2 Unstable Land	DM37 Unstable Land (Site Allocations and Development Management Policies (2014))	No changes proposed, no further assessment undertaken.
UM3 Minerals Safeguarding Areas	DM38 Minerals Safeguarding Areas (Site Allocations and Development Management Policies (2014))	No changes proposed, no further assessment undertaken.
UM4 Sewage treatment works	DM39 Sewage treatment works (Site Allocations and Development Management Policies (2014))	No changes proposed, no further assessment undertaken.
Chapter 17 Development Allocations of Publication Version November 2023 Draft Local Plan		
DA1 Proposed development allocations	SA1 Site Allocations (Site Allocations and Development Management Policies (2014))	No changes proposed to policy approach (other than the sites proposed for allocation), no further assessment undertaken. Sites are appraised separately in Appendix 4 of the SA Report.

Policies DS1 – DS14: Assessment of the Effects of the Local Plan Development Strategy

Policies DS1 – DS12: Development Strategy

This section sets out the appraisal of the likely sustainability effects of the policies included in the Bristol Local Plan Pre-Submission Publication Version (November 2023) to provide the development strategy for Bristol over the plan period up to 2040.

These policies set the direction for broad areas of the city, and include specific locations for regeneration and development. These represent the spatial expression of the majority of Local Plan aims and objectives, and define an approach for inclusive and sustainable growth, enabling the delivery of 1,925 new homes a year up to 2040 and aiming to exceed this housing target where supported by infrastructure and services. By identifying broad areas for growth, these policies are seeking to *‘take a plan-led approach to promoting areas with the potential to increase densities and make efficient use of under-used land; this includes transforming some areas of the city to create communities with new homes, work places and public open spaces’*, as set out through the aims of the Local Plan.

Reasonable alternatives considered

To enable the delivery of 1,925 new homes a year and exceed this housing target where possible, it will be necessary to make the best use of urban land alongside relatively limited Green Belt release. Throughout this section, no reasonable alternatives (including in relation to distribution or ‘policy off’ options) are considered in detail, and these are deferred to Section 5 of the Main Report.

Assessment and evaluation of effects: Consideration of technical and other difficulties in the identification / assessment of alternatives

- Whilst Areas of Growth and Regeneration (titled ‘AGRs’) have broadly defined boundaries, housing delivery will be made up from a combination of making efficient use of land through urban potential, alongside intensification and densification of existing allocations, existing commitments and completions, and small-site delivery. Whilst an assessment of urban potential was undertaken in 2018 which evaluated the capacity of urban land, there remains some uncertainty about the locations of supply and therefore effects are predominantly uncertain.
- In the absence of more detailed Spatial Frameworks or AGR masterplans, it is not possible at this stage to assess some effects with any level of certainty. One example of this is the extent to which policies would have effects when assessed against Objective 2 ‘promote the conservation and wise use of land, maximising the reuse of previously developed land.’ However, without provision of supplementary open space or a mix of uses, densification can have both positive and negative effects on wellbeing in relation to efficient use of land.
- In some instances, the specific policy requirements use wording that might be open to interpretation without additional detail being provided, meaning less certain effects are recorded. One example of this, ‘imaginative enhancement’ of the Grade I Listed Temple Meads Station or the ‘reconfiguration’ of the road network at Western Harbour.
- Policy text for the AGRs is intentionally high-level; therefore, some SA Objectives can be assessed equally at a ‘principle-level’ across all sites.

Summary of assessment findings across all AGRs

- As the development strategy requires a planning approach which sees the development of new and affordable homes as a core objective, policies for AGRs all achieve positive or significant positive effects when assessed against SA Objective 1. Where housing targets are set in the policy text these are provided at a 'broad area' level and in some instances the estimated capacity of the area is only provided in the supporting text of the relevant policy. Therefore, there is uncertainty as to how the expected number of homes to be delivered will be disaggregated to component AGRs. There is also some variation in the degree of positive effects, based on specific reference within the policy text to factors such as the quantity and type of housing to be delivered.
- Furthermore, all AGRs would be required to be compliant with policies with respect to affordable housing, i.e. Policy AH1 and the Affordable Housing Practice Note 2018¹. Policy AH1 sets out that all residential developments of 10 dwellings or more should include a proportion of affordable housing. The required level of affordable housing provision is set at 35% of general housing development across the city. Within the following areas, specific levels of requirement are set for affordable housing delivery: 20% in the City Centre; 35% in North West Bristol; and 30% in all other locations.
- SA Objective 2 requires the efficient use of land. Although the AGRs contain some greenfield land and two AGRs are proposed on Green Belt land, policies DS1 – 9, and 13 and 14, do require intensification and densification of previously developed land as component of supply. On the whole, AGRs could generate overall positive effects for recycling of land.
- Given that all AGRs also include direct overlap with one or more key community services, and include or are within walking distance of existing centres, it is considered that each AGR has the potential to support access to services and facilities and retail and produce positive effects for SA Objectives 3 and 9.
- Effects against Objectives 10, 11 and 12 are generally specific to each of the AGRs.
- Effects of the regeneration and development of the AGRs when appraised against SA Objectives 13 and 14 are similar. As each of the AGRs are close to one or more sustainable transport routes (public transport, local or strategic cycleway, and/or rail station), it is considered that each has the potential to produce positive effects for encouraging low or zero carbon forms of transport (e.g. active travel). However, effects are also uncertain as more development could also create greater trip generation, depending on the nature and scale of development and capacity of sustainable transport modes for future occupants / users.
- It is also assumed that new development within the AGRs will need to meet required energy efficiency targets and maximise on-site renewable energy generation in line with policy NZC1 to NZC5. Some AGRs, and sites within them, are within or in close proximity to the Bristol Heat Network identified by the Bristol City Leap which could have positive effects against SA Objective 18. However, the full effect is likely to be predominantly unknown and based on site-specific details, such as the scale, design, and layout of the development, alongside siting in relation to the Bristol Heat Network. Taking the above into account, it is considered that all the sites therefore have an unknown effect for SA Objective 18.

¹ <https://www.bristol.gov.uk/files/documents/2685-affordable-housing-practice-note/file>

Policy DS1 Bristol City Centre

The Local Plan sets out that Bristol City Centre is an important location to focus urban living, leisure and retail, and economic development; and that it represents a sustainable location for required future growth.

Policy DS1 represents the overarching development policy for the Bristol City Centre area. This area comprises Broadmead and St. James' Barton, Bristol Temple Quarter, St. Philip's Marsh, Western Harbour, Old Market and Frome Gateway, several of which are defined as AGRs (Temple Quarter, St Philip's Marsh, Western Harbour, Frome Gateway) whilst others (Old Market) form areas covered by a 'made' Neighbourhood Development Plan (NDP).

Overarching sustainability issues associated with the area defined in Policy DS1 are as follows:

- Flood risk is an overarching sustainability issue for portions of the City Centre, and is therefore an issue that requires appropriate, continued management to safeguard communities and businesses, while meeting the city's growth ambitions.
- The City Centre represents Bristol's historic core, and the area includes multiple historic and natural environment assets, including Conservation Areas.
- Growth of the City Centre has introduced contemporary development, which affects skyline and distinctiveness of place.

Detailed assessments, including analysis of key sustainability issues, of the AGRs within Bristol City Centre Bristol including for Temple Quarter (Policy DS2); St. Philip's Marsh (Policy DS3), Western Harbour (Policy DS4) and Frome Gateway (Policy DS5) follow within the subsequent sections. It is not the purpose this SA to appraise policies contained within the Old Market NDP, though it is acknowledged that these could create synergistic effects for this area. This is discussed briefly within the cumulative impacts assessment in Section 6 of the main report.

Policy DS1 sets out principles related to the regeneration and development of Bristol City Centre, including for Bristol Temple Quarter, St. Philip's Marsh, Western Harbour, Frome Gateway and Broadmead and St. James' Barton.

This policy has been subject to a number of minor updates since the Draft Local Plan March 2019 Consultation version. An overview of the policy as included in the Bristol Local Plan Pre-Submission Publication Version (November 2023) is provided as follows.

Policy DS1 includes the following general requirements for development in the defined area up to 2036:

- New homes with a mix of types, sizes and tenures;
- High quality offices and flexible workspace;
- Infrastructure, services and community facilities required to support the new development;
- Improved transport systems and connectivity, including new and improved public transport, walking and cycling routes;
- Continuing consolidation and expansion on the University of Bristol and Bristol Royal Infirmary sites. Student accommodation will be carefully managed to avoid undue concentration and

directed towards identified areas both in the city centre and elsewhere (Policy H7 ‘Managing the development of purpose-built student accommodation’);

- Regeneration across the city centre with a focus on areas of growth and regeneration – Broadmead, Western Harbour, Temple Quarter and Frome Gateway.
- New open space, which should be provided in accordance with local plan policy (Policy GI A ‘Open space for recreation’) and will be secured from new development; and
- New and enhanced public realm and green infrastructure.

In addition, Policy DS1 sets out general place principles for the City Centre, which require consideration of the following:

- Higher density, mixed use development;
- Major developments to demonstrate measures to create a city centre that is welcoming to all by enhancing social inclusion and community cohesion, especially in respect of those communities close to the city centre;
- Reduce the severance of parts of the city centre from neighbouring communities caused by major roads and other physical barriers;
- Expect the design of development to demonstrate high quality place making in terms of appearance, function, conservation of heritage assets, sustainability and maintaining and enhancing green infrastructure;
- Tall buildings in the right setting and of the right design may be appropriate as part of the overall approach to development. Key views will be protected;
- Street design will give priority to pedestrian access, cycling and public transport; and
- New development should include measures to secure public access and routes for walking, cycling and public transport, including access to waterfront areas.

Assessment of Policy DS1 is a summation of the following individual assessments:

- Assessment of place principles embedded in Policy DS1 (above).
- Overall effects of development of AGRs in Bristol City Centre - Broadmead Castle Park and the Old City (Policy DS1A), Bristol Temple Quarter (Policy DS2); St. Philip’s Marsh (Policy DS3), Western Harbour (Policy DS4) and Frome Gateway (DS5).
- Consideration of cumulative effects within Bristol City Centre district e.g. for office development and housing delivery.

As set out above, assessments of Policies DS1A-DS5 provide further detail on the specific effects of the AGRs contained within the Bristol City Centre area.

Policy DS1: Bristol City Centre

SEA Theme	SA Framework Objective	D-M Criteria	Policy DS1				Direct (D) or Indirect (I)	Temporary (T) or Permanent (P)	Spatial Scale of Effect	Receptors (R) and/or affected groups (AGs)	Suggested Appropriate Mitigation (AM) / Policy Cross-reference (CR) / opportunity to maximise benefit (MB)
			Significance of Effect (0/+/- / ?)								
			Short	Medi	Long						
Population, Housing and Communities	1.To ensure an adequate and diverse supply of housing that is affordable to everyone	DMC1 DMC2 DMC3 DMC4	++	++	++	D	P	Local and City-wide	R: Local housing market, Bristol’s population; AG: Bristol’s population.	See mitigation recommendations within AGR assessments for DS2, DS3, DS4 and DS5, alongside recommendations made against H1 and E2 within strategic reasonable alternatives.	
	2. Promote the conservation and wise use of land, maximising the reuse of previously developed land	DMC5 DMC6 DMC7	++/?	++/?	++/?	D	P	Local	As above, plus: R: Brownfield sites and previously developed sites; AG: Local businesses.	See mitigation recommendations within AGR assessments for DS2, DS3, DS4 and DS5, alongside recommendations made against H1 and E2 within strategic reasonable alternatives.	
	3. Ensure easy and affordable access to key services	DMC8	++/?	++/?	++/?	D	Both	Local and City-wide	R: Bristol’s local economy; Bristol’s population AG: Local businesses.	See mitigation recommendations within AGR assessments for DS2, DS3, DS4 and DS5.	
	4. Increase participation in cultural and community activities	DMC9	+/?	+/?	+/?	I	Both	Local; City-wide	AG: Bristol’s population.	n/a	
Health and Inequalities	5. To reduce poverty and income inequality and improve the quality of life for those living in areas of concentrated disadvantage	DMC10 DMC11	++/?	++/?	++/?	I	Both	Local and City-wide.	R: Built environment. AG: Bristol’s population.	AM: Monitor the impacts of the Clean Air Zone on Air Quality.	
	6. To reduce health inequalities and promote healthy lifestyles across the city	DMC12 DMC13 DMC14	-/?	-/?	-/?	Both	Both	Local and City-wide	R: Public health. AG: Bristol’s population.	n/a – mitigation addressed by other Local Plan policies (i.e. HW3)	
	7. Ensure access to education and learning for all sections of society	DMC15 DMC16	++/?	++/?	++/?	Both	Both	Local and City-wide	R: Bristol’s population AG: All groups	n/a	
Economy and Employment	8. To support the economy and ensure that there are suitable opportunities for employment	DMC17 DMC18 DMC19 DMC20 DMC21	+/?	+/?	+/?	Both	Both	Local and City-wide.	R: Bristol’s local economy, AG: Local businesses, Bristol’s population.	AM: Require proposals for any redevelopment of business use sites to ensure defined quantum of workspace within mixed use development uses, to safeguard a range and balance of workspace MB: Set out the number jobs that are to be retained and increased across the AGR, how a range of skilled and less skilled jobs will be secured, and how this will be monitored.	
	9. Ensure access to a range of shopping facilities for all sections of society	DMC22 DMC23	++/?	++/?	++/?	I	Both	Local and City-wide.	R: Bristol’s local economy; Bristol’s population AG: Local businesses	n/a	
Townscape and Landscape	10. To ensure the protection and enhancement of the historic environment and its setting	DMC24	-/?	-/?	-/?	I	P	Local and City-wide	R: Cultural heritage; built environment; AG: Bristol’s population.	n/a – mitigation addressed by other Local Plan policies. See mitigation recommendations within GRA assessments for DS2, DS3, DS4 and DS5.	
	11. To ensure the protection and enhancement of biological and geological assets and improve the quality of wildlife habitats	DMC25 DMC26	-/?	-/?	-/?	I	P	Local; City-wide; trans-boundary	R: Local wildlife and biodiversity; natural environment; AG: Bristol’s population; wildlife.	n/a – mitigation addressed by other Local Plan policies. See mitigation recommendations within AGR assessments for DS2, DS3, DS4 and DS5.	
	12. To ensure the protection and enhancement of green and blue infrastructure and ensure access to a variety of open space and recreation	DMC27	+/?	+/?	+/?	D	P	Local; City-wide; trans-boundary	As above.	See mitigation recommendations within AGR assessments for DS2, DS3, DS4 and DS5.	
Transport and Movement	13. To encourage a demonstrable modal shift and reduce the need to travel	DMC28 DMC29	+/?	+/?	+/?	I	Both	Local; City-wide; trans-boundary	R: Public health; AG: Bristol’s population.	See mitigation recommendations within AGR assessments for DS2, DS3, DS4 and DS5.	
	14. To maintain and improve the existing highway network	DMC30 DMC31	+/?	+/?	+/?	D	P	Local and City-wide.	R and AG: Bristol’s highway network; public health; Bristol’s population.	See mitigation recommendations within AGR assessments for DS2, DS3, DS4 and DS5.	
Climate, Energy and Waste	15. To reduce the risk of flooding from all sources	DMC32 DMC33	--/?	--/?	--/?	Both	Both	Local; City-wide; trans-boundary	R: Natural environment (water); AG: Bristol’s population; local wildlife.	AM: Make reference to the Bristol Flood Strategy and require appropriate reference to climate change allowances within flood risk assessments. See mitigation recommendations within AGR assessments for DS2, DS3, DS4 and DS5.	
	16. Sustainably manage natural resources, including water demand and quality and reducing waste being landfilled	DMC34 DMC35 DMC36 DMC37	?	?	?	D	Both	Local; City-wide; trans-boundary	R: Natural environment (water and land); AG: Bristol’s population; local wildlife.	n/a	
	17. Minimise air and noise pollution	DMC38	-/?	-/?	-/?	I	Both	Local; City-wide; trans-boundary	R: Localised air quality; biodiversity; public health; built environment; AG: population; local wildlife.	n/a – mitigation addressed by other Local Plan policies.	
	18. To maximise the potential for energy efficiency, reduce greenhouse gas emissions and ensure that the built and natural environment and its communities can withstand the effects of climate change	DMC39 DMC40 DMC41 DMC42	+/?	+/?	+/?	D	Both	Local; City-wide; trans-boundary	R: Natural environment (water); AG: Bristol’s population; local wildlife.	n/a	
Evaluation of Effects	Scale of effects: The scale of effects of this policy would cover the City Centre, including the AGRs within the City Centre boundary, and the Broadmead area and the specific sites within this broader area. However, as this policy also sets place principles for the development of areas outside these defined boundaries, effects could also be city-wide in scale (e.g. tall building development, with implications for historic and environmental receptors). Negative effects of a cumulative nature are likely given the scale of the area to which the Policy relates. Subject to mitigation these effects include heritage, ecological and flood risk. There would be cumulative impacts on the wider Bristol City Centre area, including for the delivery of affordable housing, and employment opportunities, the local transport network, heat network and localised energy demands, and waste management, amongst other key sustainability issues. Social, economic and environmental effects:										

	- This policy could have positive effects for housing delivery, through delivery of several AGRs (DMC1). The scale of expected delivery in the area means the positive effect recorded for SA Objective 1 is significant, albeit uncertain given sources of supply are in part trend based (i.e. urban potential and small-sites windfall allowances) . It is expected that Policy AH1 will ensure that an appropriate level of affordable homes is provided across Bristol, including within the City Centre, which has changed the appraisal of this policy from unknown significant effects to significant effects, in comparison to the Interim SA Report (2019). Policy DS1 also references delivery of purpose-built student accommodation and could therefore produce positive effects for DMC3. The policy does not make reference to the provision of community-led housing within the area or policy that addresses this type of provision (DMC4). - Policy DS1 supports regeneration within the City Centre, much of which is already highly developed. It is expected that the policy will encourage the re-use of previously developed land and therefore a significant positive effect is recorded in relation to SA Objective 2 (DMC5). Given the predominantly urban and brownfield nature of the AGRs within the City Centre, it is considered that their regeneration could produce positive effects for DMC7, as this would safeguard Green Belt land and not extensively impact greenfield land. The exception to this is the Western Harbour area, which could also result in some development on existing adopted Important Open Space. Being sited within the City Centre, Policy UL2 requires that proposals for residential development reflect 200dph as a minimum and Policy DS1 itself enables the development of tall buildings, which could in turn generate positive effects for DMC6. Effects of this policy against SA Objective 2 are therefore also overall unknown, given that there is potential for a range of effects related to intensification which are unlikely to be known until site-specific proposals come forward. - The City Centre area and AGRs are within easy walking distance of a range of key services, therefore it is likely that significant positive effects would be generated for both future service provision and access (SA Objective 3, DMC8 and SA Objective 9, DMC23). There are areas which are less directly well-provided for in terms of services, including Western Harbour and St Philip's Marsh, meaning the positive effects recorded are partial unknown, however, even these areas are in relatively close proximity to city centre primary shopping areas of Broadmead and other adjacent centres. Furthermore, the policy states that new development is to include the provision of services and community facilities which is likely to ensure that most new and existing residents in the City Centre have a good level of access to key services and shopping facilities. - This policy is considered to produce positive, yet unknown, effects for DMC9 (SA Objective 4), as it references the need to consider social inclusion and community cohesion as part of its place principles. The policy also requires that development in this area of Bristol is to include community facilities required to support the new development and should incorporate active and inclusive ground floor uses. - It is considered that this policy has the potential to produce significant positive effects for SA Objective 5 (DMC10 and DMC11), as AGRs are located within areas of high deprivation. Development and regeneration therefore has the potential to transform the built environment through improved sustainable transport linkages, public realm improvements, new service provision and offering opportunities for investment in local employment through the provision of workspace. Effects are also partly unknown and remain dependent upon implementation. - The City Centre contains several areas of valued public open space, some of which would be protected through proposed Local Green Space or Reserved Open Space protection. The policy could support good access to new open spaces and facilities that support health and wellbeing (such as healthcare) given that it states that new development in the area will include community facilities and new and enhanced green infrastructure. However, the extent to which redevelopment of AGRs would support positive well-being and healthy lifestyles (DMC13) is partially unknown until site-specific proposals come forward. As the AGRs and a significant proportion of the City Centre is within an AQMA, it is considered that future occupants/users of development within the AGRs are likely to be subject to relatively poor air quality which will require appropriate mitigation, provided through other policies in the plan. Overall, it is expected that the policy would have an unknown, potentially negative, effect in relation to SA Objective 6. - Policy text associated with the Bristol Temple Quarter AGR recognises that additional educational facilities will be provided, in relation to both the University of Bristol campus provision and proposals at Silverthorne Lane. This policy could therefore generate city-wide significant positive effects, for DMC16 (SA Objective 7) given that there is a high level of accessibility from the City Centre to existing surrounding and emerging educational facilities. There are no new educational proposals within other DS policies, and therefore whilst AGRs are generally within accepted accessibility distances of establishments, levels of growth on education infrastructure would need to be considered and the significant positive effect recorded for SA Objective 7 is partially unknown. - This policy is considered to produce positive effects for SA Objective 8 where development is required to provide high quality workspace and offices (DMC17). The sector type of employment / business use is not specified within policy text, and therefore effects of this policy text are uncertain for DMC18; however, provision of high-quality workspaces could support the creative, cultural and digital industries; and financial, business and legal 'tech' services as defined within the Local Industrial Strategy and within the ELSNA (2021). This could bolster the role of Temple Quarter Enterprise Zone as a key employment location. As the AGR is located in an area with a high rate of unemployment, it is also considered that Policy DS1 could generate positive effects for DMC19 (SA Objective 8). It is uncertain the extent to which the Policy would support delivery of carbon neutral employment space, although the area itself is accessible by sustainable transport modes and this could serve to encourage a shift from unsustainable modes of travel to places of employment (DMC21). - The City Centre includes a range of existing retail uses including those within Broadmead. Given that the policy sets out that Broadmead will include diverse retail provision and that mixed-use development is set out within the AGRs, it is considered that this policy has the potential to produce significant positive effects for SA Objective 9 (DMC22; DMC23). - With several listed features within the City Centre, including both Grade I and Grade II* listed buildings, there remains significant potential for cumulative impacts of redevelopment or new intensive development such as tall buildings on the historic environment (DMC24, Objective 10). However, the negative effects recorded are partly unknown until site-specific proposals and proposed mitigation come forward. The policy requires that new development should be designed to accord with local design guides and codes and any design guidance. Furthermore, the development of tall buildings is required to meet the requirements of the relevant tall building policy. These requirements are therefore likely to help address the potential for impacts on the setting of heritage assets in the City Centre. - Several of the AGRs within the City Centre front on to the River Avon SNCI and Feeder Canal SNCI, and are also adjacent to the New Cut Local Nature Reserve. As such, there could be cumulative impacts of the development of multiple AGRs in the absence of ecological mitigation (DMC25, Objective 11). The delivery, scale and location of any net gain in biodiversity remains subject to any future development proposal and is therefore uncertain although will be required under policy BG3 (DMC26). - As the policy references the requirement for development to include green infrastructure and public realm improvements and protection of the Floating Harbour as a blue infrastructure asset, it is considered that this policy could therefore generate positive effects for SA Objective 12 (DMC27). Given the sensitivity of the City Centre location and the proximity of the areas for development to a number of biodiversity designations, an overall negative effect is expected in relation to SA Objective 11. Effects are partly uncertain as the nature of any green infrastructure improvements, and their integration with the existing green infrastructure network, will be based upon detailed design. - The Temple Quarter AGR is focussed around ensuring Bristol Temple Meads Train Station is transformed and fully-connected which is likely to benefit many residents in the City Centre. The delivery of a relatively high level of development within central areas of Bristol where there is good access to existing and planned public transport is likely to encourage travel by sustainable modes and support the viability of services. Policy DS1 sets out that development should take opportunities to reduce existing severances caused by major roads and other barriers and therefore a positive effect is expected in relation to SA Objective 13 (DMC28 and DMC29). Furthermore, the policy text also requires development to better connect the area to surrounding neighbourhoods and provide public realm improvements which could benefit pedestrian safety. A positive effect is therefore also recorded in relation to SA Objective 14 (DMC30 and DMC31). Providing a modern transport hub at Temple Meads Station could result in a significant effect on access to, and quality of, sustainable transport modes particularly for surrounding communities. The effects of development at Frome Gateway, and Western Harbour AGR proposals on the local and strategic highway network including the potential to encourage travel by sustainable modes and to reduce congestion would need to be subject to more detailed traffic modelling, given these areas form principal public transport nodes or connect to the Strategic Road Network. Therefore, the effects recorded in relation to SA Objectives 13 and 14 are partially unknown. Transport improvements set within the respective place principles for each AGR include public transport improvements, provision to support freight consolidation and local highway improvements. At Western Harbour, reconfigured highway system would simplify the network in this location, reducing congestion and improving the cohesiveness of public transport and active travel routes. - Flood risk within the AGRs and areas of the City Centre is considered to be moderate-high overall, with significant areas of the City Centre located within Flood Risk Zone 3. While the exact location of new development within the AGR boundaries is unknown, it is considered that the potential for negative effects of development / regeneration for local flood risk and / or to be subject to flood risk issues is therefore relatively high when appraised against SA Objective 15. The requirement for a Flood Risk Assessment or Sequential Test (as appropriate) could serve to mitigate flood risk issues and ensure that development accounts for future climate change scenarios, however it is unclear of the effects of this on the developable area within the AGRs and City Centre areas. The use of SUDS as set out by flood risk Policy FR1 could provide appropriate mitigation for any adverse surface water flood risk at the site. - Whilst the area is not adjacent to groundwater protection zones, it is adjacent to the River Avon, which presently has a chemical status of 'fail'. The development of land adjacent to this waterbody could contribute to continued poor water quality, however, construction management plans should help prevent detrimental impacts as new development occurs. Moreover, the extent to which Policy DS1 would deliver a high standard of sustainable design and construction through minimising resource use, energy efficiency and waste production is unknown (SA Objective 16, DMC35 and DMC36) and remains dependent upon the nature of detailed design proposals and compliance with other policies on climate change and sustainability. - As set out above, the AGRs and much of the City Centre is located within an existing AQMA and as such it is considered that this may cause undue exposure of new development and its future occupants to high levels of existing pollutants. A negative effect is therefore recorded for SA Objective 17 (DMC38). The City Centre also lies within the Bristol Clean Air Zone which is likely to help limit the use of more polluting vehicles in this location. The effect of proposals is also partly unknown, and remain dependent upon the nature of development, alongside the availability and usage of sustainable and/or active travel modes and any mitigation proposed against Policy HW2. - All AGRs within the City Centre area are within the area covered by the Bristol Heat Network identified by the Bristol City Leap which could provide opportunities for the use of low carbon and decentralised energy sources depending on the specific detail of any proposals that come forward. A positive, unknown effect is therefore expected for SA Objective 18 (DMC40).
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Policy DS1A Bristol City Centre – Broadmead, Castle Park and the Old City

The Broadmead, Castle Park and the Old City area takes in the portion of the City that is covered by the emerging City Centre Development and Delivery Plan².

Key baseline and sustainability issues associated with the area are defined as follows:

- The area is located within a moderate area of deprivation (based on IMD 2019 data), however edges LSOAs within the most deprived categories in the east and contains a low proportion of working-age population who are involuntarily unemployed;
- The area is located within an AQMA and therefore NO₂ and particulate matter (PM₁₀) concentrations exceed or potentially exceed national targets, however it is also within the new Clean Air Zone;
- The area contains parts of a number of Conservation Areas including St. James' Parade, City and Queen Square, St. Michael's Hill and Christmas Steps and the edge of College Green. There is also a number of Listed Building present within the area's boundaries including the Grade I Listed Former Bank of England, The Exchange and the Old Post Office.
- The area contains a number of open spaces including Castle Park and St. James Park both of which are designated as Local Green Spaces in the new Local Plan;
- The area is within the part of Bristol that is covered by the Bristol Heat Network as identified by the Bristol City Leap which therefore offers opportunities for the use of low carbon energy networks/decentralised energy sources within new development; and
- Flood risk within the area is moderate-high, with a small area being located within Flood Risk Zones 3a to the south west and land to the south west and north falling within Flood Zone 2. There are also areas (most notably to the north) that are subject to high and medium surface water flood risk.
- The River Frome is culverted beneath the AGR, and the boundary of the AGR runs alongside the River Avon.

Policy DS1A sets out principles related to the regeneration and development of the Broadmead, Castle Park and the Old City area.

This policy was not included in the Interim SA Report (2019), although Policy DS1 did include reference to Broadmead. The AGR now includes the principal shopping location of the City, and has been expanded to cover the area boundary by Upper Maudlin Street, Baldwin Street, Castle Park, the Floating Harbour to A4044 since the Draft Local Plan March 2019 Consultation version.

An overview of the policy as included in the Publication Version November 2023 Draft Local Plan is provided as follows. Policy DS1A includes the following requirements:

- The creation of liveable residential environments;
- Ensuring that the public realm is enhanced to be welcoming, animated, of a human scale and provides pedestrian priority;
- The creation of new routes through urban blocks and to restore the historic street patterns;

² BCC (2023) Draft Bristol City Centre Development and Delivery Plan

- Delivery of better connections between Broadmead, Castle Park and the surrounding communities; and
- Incorporation and enhancement of the area's built and cultural heritage;

In addition, development will be expected to:

- Support the rejuvenation of Castle Park as a safer, more accessible, inclusive space for all. The park will have improved connections with the city and with the Floating Harbour, and will be enhanced to be more welcoming for wildlife and biodiversity;
- Ensure that Castle Park's role as an open space is not harmfully affected by overshadowing, wind deflection or other harmful micro-climate impacts. Development should also ensure important views into and out of the park are enhanced;
- Preserve, enhance and, where appropriate, reinstate the historic character of the Old City and reduce the impact of traffic on the area, as well as contributing to public realm improvements and support the growth of independent retail at St. Nicholas' Market and St. Mary-le-Port.
- Allow for a wide variety of uses in the area, while responding to the historic context, including reinstating the historic grain of the area where it has been eroded.

The supporting text of the policy sets out that the estimated capacity for new homes in the area is around 2,500.

Policy DS1A: Bristol City Centre – Broadmead, Castle Part and the Old City

SEA Theme	SA Framework Objective	D-M Criteria	Policy DS2					Suggested Appropriate Mitigation (AM) / Policy Cross-reference (CR) / opportunity to maximise benefit (MB)		
			Significance of Effect (0 /+/- / ?)			Direct (D) or Indirect (I)	Temporary (T) or Permanent (P)		Spatial Scale of Effect	Receptors (R) and/or affected groups (AGs)
			Short	Medi	Long					
Population, Housing and Communities	1.To ensure an adequate and diverse supply of housing that is affordable to everyone	DMC1 DMC2 DMC3 DMC4	++/?	++/?	++/?	D	P	Local and City-wide.	R : Local housing market, Bristol’s population; AG : Bristol’s population.	n/a
	2. Promote the conservation and wise use of land, maximising the reuse of previously developed land	DMC5 DMC6 DMC7	++/?	++/?	++/?	D	P	Local	As above, plus: R : Brownfield sites and previously developed sites; AG : Local businesses.	n/a
	3. Ensure easy and affordable access to key services	DMC8	++	++	++	D	Both	Local and City-wide	R : Bristol’s local economy; Bristol’s population AG : Local businesses.	n/a
	4. Increase participation in cultural and community activities	DMC9	++	++	++	I	Both	Local; City-wide	AG : Bristol’s population.	n/a
Health and Inequalities	5. To reduce poverty and income inequality and improve the quality of life for those living in areas of concentrated disadvantage	DMC10 DMC11	++/?	++/?	++/?	I	Both	Local and City-wide.	R : Built environment. AG : Bristol’s population.	n/a
	6. To reduce health inequalities and promote healthy lifestyles across the city	DMC12 DMC13 DMC14	-/?	-/?	-/?	Both	Both	Local and City-wide	R : Public health. AG : Bristol’s population.	AM : Monitor the impacts of the Clean Air Zone on Air Quality.
	7. Ensure access to education and learning for all sections of society	DMC15 DMC16	-/?	-/?	-/?	Both	Both	Local and City-wide	R : Bristol’s population AG : All groups	n/a – mitigation addressed by other Local Plan policies.
Economy and Employment	8. To support the economy and ensure that there are suitable opportunities for employment	DMC17 DMC18 DMC19 DMC20 DMC21	+/?	+/?	+/?	Both	Both	Local and City-wide.	R : Bristol’s local economy, AG : Local businesses, Bristol’s population.	n/a
	9. Ensure access to a range of shopping facilities for all sections of society	DMC22 DMC23	++	++	++	I	Both	Local and City-wide.	R : Bristol’s local economy; Bristol’s population AG : Local businesses	n/a
Townscape and Landscape	10. To ensure the protection and enhancement of the historic environment and its setting	DMC24	?	?	?	I	P	Local and City-wide	R : Cultural heritage; built environment; AG : Bristol’s population.	n/a – mitigation addressed by other Local Plan policies.
	11. To ensure the protection and enhancement of biological and geological assets and improve the quality of wildlife habitats	DMC25 DMC26	+/?	+/?	+/?	I	P	Local; City-wide; trans-boundary	R : Local wildlife and biodiversity; natural environment; AG : Bristol’s population; wildlife.	n/a – mitigation addressed by other Local Plan policies.
	12. To ensure the protection and enhancement of green and blue infrastructure and ensure access to a variety of open space and recreation	DMC27	+/?	+/?	+/?	D	P	Local; City-wide; trans-boundary	As above.	n/a
Transport and Movement	13. To encourage a demonstrable modal shift and reduce the need to travel	DMC28 DMC29	+/?	+/?	+/?	I	Both	Local; City-wide; trans-boundary	R : Public health; AG : Bristol’s population.	n/a
	14. To maintain and improve the existing highway network	DMC30 DMC31	-/?	-/?	-/?	D	P	Local and City-wide.	R and AG : Bristol’s highway network; public health; Bristol’s population.	n/a – mitigation addressed by other Local Plan policies.
Climate, Energy and Waste	15. To reduce the risk of flooding from all sources	DMC32 DMC33	--/?	--/?	--/?	Both	Both	Local; City-wide; trans-boundary	R : Natural environment (water); AG : Bristol’s population; local wildlife.	AM : Make reference to the Bristol Flood Strategy and require appropriate reference to climate change allowances within flood risk assessments. See mitigation recommendations within AGR assessments for DS2, DS3, DS4 and DS5.
	16. Sustainably manage natural resources, including water demand and quality and reducing waste being landfilled	DMC34 DMC35 DMC36 DMC37	?	?	?	D	Both	Local; City-wide; trans-boundary	R : Natural environment (water and land); AG : Bristol’s population; local wildlife.	n/a
	17. Minimise air and noise pollution	DMC38	-/?	-/?	-/?	I	Both	Local; City-wide; trans-boundary	R : Localised air quality; biodiversity; public health; built environment; AG : population; local wildlife.	n/a – mitigation addressed by other Local Plan policies.
	18. To maximise the potential for energy efficiency, reduce greenhouse gas emissions and ensure that the built and natural environment and its communities can withstand the effects of climate change	DMC39 DMC40 DMC41 DMC42	+/?	+/?	+/?	D	Both	Local; City-wide; trans-boundary	R : Natural environment (water); AG : Bristol’s population; local wildlife.	n/a
Evaluation of Effects	Scale of effects: The scale of effects of this policy would be predominantly within the Broadmead, Castle Park and the Old City area. There is also likely to be cumulative impacts on the wider Bristol City Centre area, including for the delivery of housing, employment opportunities, access to retail, the local transport network and Bristol Heat Network. Negative effects are potentially likely, subject to mitigation, at a city-wide level for heritage and flood risk related SA Objectives. Social, economic and environmental effects:									

	• This policy is expected to have significant positive effects for housing delivery (SA Objective 1, DMC1). The estimated capacity for the area is set out as 2,500 new homes but this is only provided in the supporting text meaning a level of uncertainty it attached to the positive effect expected for DMC1. It is expected that Policy AH1 will ensure that an appropriate level of affordable homes is provided across Bristol, including within the Broadmead, Castle Park and the Old City area (DMC2). The policy does not make specific reference to the provision of community-led housing within the area or policy that addresses this type of provision (DMC4). • Policy DS1A supports regeneration within the Broadmead, Castle Park and the Old City area, much of which is already highly developed. It is expected that the policy will encourage the re-use of previously developed land and therefore a positive effect is recorded in relation to SA Objective 2 (DMC5). The policy also sets out that the area should be developed through a co-ordinated approach which will account for its relationships with the surrounding areas in accordance with the City Centre Development and Delivery Plan. The regeneration of the area could also produce positive effects for DMC7, as it would safeguard Green Belt land and not extensively impact greenfield land. Being sited within the City Centre, Policy UL2 requires that proposals for residential development reflect 200dph as a minimum, which could generate positive effects for DMC6. The overall significant positive effects recorded for Policy DS1A against Objective 2 are partially unknown, given that there is potential for a range of effects related to intensification which are unlikely to be known until site-specific proposals come forward. • The AGR focuses on Bristol City Centre, and so there is easy walking access to a range of key services, with provision of infrastructure, services and community facilities raised within the policy text (SA Objective 3, DMC8 and SA Objective 9, DMC23). As a result, a significant positive effect is expected in relation to SA Objectives 3 and 9. • The policy requires 10% of development ground floor space to be available for community / cultural organisations at an affordable rent, leading to a significant positive effect for SA Objective 4 (DMC9). • It is considered that this policy has the potential to produce significant positive effects for SA Objective 5 (DMC10 and DMC11). Although the AGR is located within an area of moderate deprivation, its central location and proximity to areas of high deprivation particularly in the east, means that any improvements are likely to be felt by a cross-section of society. However, this effect is also unknown as these benefits will only be realised if development is accessible to all, and so is dependent on site-specific proposals. Development and regeneration of this AGR has the potential to transform the built environment through improved sustainable transport linkages, public realm improvements and offering opportunities for investment in local employment through the provision of workspace. • The policy supports the rejuvenation of Castle Park, a Local Green Space, with enhancements for wildlife and biodiversity. However, the policy does not mention green infrastructure as a requirement for new development in the City Centre. The requirement to provide services and community facilities to support new development could result in provisions that benefit the health and wellbeing of new and existing residents. As the area is within an existing AQMA, it is considered that future occupants / users of development within the AGR are likely to be subject to relatively poor air quality which will require appropriate mitigation. Given the potential for impacts resulting from existing issues of poor air quality, an unknown, negative effect is expected in relation to SA Objective 6. • Whilst there are no educational facilities within the AGR boundary, it is within 800m of a primary school and 1500m of a secondary school. Educational facilities are not listed as a potential type of development within the policy, and so, unless sufficient developer contributions are requested, there could be a minor negative, unknown effect on SA Objective 7 should development create additional pressure on existing facilities. • Policy DS1A is considered to produce a minor positive, but unknown, effect for SA Objective 8, as the policy text supports the development of new workspaces, but does not define the appropriate employment / business use. It is uncertain the extent to which this policy would support the delivery of carbon neutral employment space, although the area itself is accessible by sustainable transport modes and this could serve to encourage a shift from unsustainable modes of travel to places of employment (DMC21). • Given the number of heritage features located within the AGR, there remains potential for impact of redevelopment or new development on the historic environment (DMC24). This is particularly true for the Old City, which the policy requires development to preserve, enhance, and potentially reinstate the area's historic character. The policy also notes that tall buildings may be appropriate within the AGR, which could have a negative impact on heritage features, although the visual impact of tall buildings on heritage assets is noted in Policy DC2. As a result, the policy would have an unknown effect on SA Objective 10. • The AGR includes Castle Park, a designated Local Green Space, and notes that the park will be rejuvenated (both in terms of biodiversity and making the park more accessible, safe and inclusive) and development in and adjacent to the area is expected to contribute to this. As well as Castle Park, the AGR also fronts onto the River Avon and the River Frome is culverted beneath it. However, these watercourses are not mentioned within the policy and so it is not clear whether the policy would effect the biodiversity of these assets. As a result, the overall effect of the policy on SA Objective 11 is an unknown minor positive. • The policy does reference improved connections with the Floating Harbour, and so, as well as the improvements to Castle Park, would provide enhancement of some of the blue infrastructure features of the AGR. As above, it does not reference the watercourses, nor does it require green infrastructure as part of development within the City Centre, although it does reference other policies and place principles, which do include green infrastructure. As with SA Objective 11, there would be a minor positive, but unknown, effect on SA Objective 12. • Policy DS1A would have an unknown minor positive effect on SA Objective 13, as it notes improved connections through and between Broadmead, Castle Park and the surrounding communities, alongside the creation of new routes through urban blocks and restoring historic street patterns. However, the policy does not refer to sustainable transport modes or infrastructure. The policy also does not reference traffic in the area, nor parking provision for any new development, which would presumably be on a scheme-by-scheme basis. As the City Centre already experiences congestion, any increased trip generation could exacerbate this. Policy DS1A would therefore have a negative, but unknown, effect on SA Objective 14. • Flood risk within the AGR is considered to be moderate-high; it is considered that the potential for negative effects of development / regeneration for local flood risk and / or to be subject to flood risk issues is therefore relatively high when appraised against SA Objective 15. The requirement for a Flood Risk Assessment or Sequential Test (as appropriate) could serve to mitigate flood risk issues and ensure that development accounts for future climate change scenarios, however it is unclear of the effects of this on the developable area within the AGR. The use of SUDS as set out by flood risk Policy FR1 could provide further mitigation for any adverse surface water flood risk at the site. • Policy DC1A is adjacent and above the Avon and Frome Rivers, which have a chemical 'fail' status. Development in the vicinity of these watercourses could contribute to continued poor water quality, however, construction management plans should help prevent detrimental impacts as new development occurs. Moreover, the extent to which this policy would deliver a high standard of sustainable design and construction through minimising resource use, energy efficiency and waste production is unknown (SA Objective 16 DMC35 and DMC36); and remains dependent upon the nature of detailed design proposals and compliance with other policies on climate change and sustainability. • As set out above, the AGR is located within an existing AQMA and as such it is considered that this may cause undue exposure of new development and its future occupants to high levels of existing pollutants and a negative effect is recorded on SA Objective 17(DMC38). The AGR also lies within the Bristol Clean Air Zone which is likely to help limit the use of more polluting vehicles in this location. The effect of any proposals with the AGR are partly unknown, and remain dependent upon the nature of any development that comes forward, alongside the availability and usage of sustainable and/or active travel modes and any mitigation proposed against Policy HW2. • The AGR is within the area covered by the Bristol Heat Network identified by the Bristol City Leap which could provide opportunities for the use of low carbon and decentralised energy sources depending on the specific detail of any proposals that come forward. A positive, unknown effect is therefore expected for SA Objective 18 (DMC40).
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Policy DS2 Bristol Temple Quarter

The Bristol Temple Quarter Area of Growth and Regeneration (AGR) is located within the City Centre. Key baseline and sustainability issues associated with the AGR are defined as follows:

- The AGR is located within a moderate-high area of deprivation (based on IMD 2019 data);
- The AGR is located within an AQMA and therefore NO₂ and particulate matter (PM₁₀) concentrations exceed or potentially exceed national targets, however it is also within the new Clean Air Zone;
- Two SNCl's are located adjacent to, and slightly overlap with, the AGR (River Avon and Feeder Canal);
- A small area of the Avon New Cut Local Nature Reserve overlaps with the AGR;
- The AGR contains the Silverthorne Lane Conservation Area and the north western extent of the AGR is bounded by the Redcliffe Conservation Area. The AGR contains also several listed features, including the Grade I listed Temple Meads station and Grade II* Listed St Vincent's works;
- The AGR is within an area covered by the Bristol Heat Network as identified by the Bristol City Leap which therefore offers opportunities for the use of low carbon energy networks / decentralised energy sources within new development; and
- Flood risk within the AGR is moderate-high, with large areas of the AGR being located within Flood Risk Zones 2, 3a and 3b and with small areas subject to high and medium surface water flood risk.

Policy DS2 sets out principles related to the regeneration and development of the Bristol Temple Quarter AGR. This policy has been subject to a number of minor updates since the Bristol Local Plan Pre-Submission Publication Version (November 2023), however the overall spatial extent of Policy DS2 has not been revised. An overview of the policy as included in the Publication Version November 2023 Draft Local Plan is provided, with requirements as follows:

- The provision of additional high-quality office and flexible workspace;
- New homes with a mix of types, sizes and tenure;
- A transformed and fully connected Temple Meads Station through heritage-sensitive regeneration;
- Education facilities including a new campus for University of Bristol and associated student accommodation (PBSA) (in accordance with Policy H7);
- Hotel and conference/convention facilities;
- Complementary retail and leisure uses, particularly within and adjacent to Bristol Temple Meads station;
- New walking and cycle routes to connect the developments to the rest of the city centre and surrounding neighbourhoods;
- Infrastructure, services and community facilities required to support the new development;
- New and enhanced public realm and green infrastructure including a continuous and accessible quayside walkway and the improvement of open space to serve the new developments.

In addition, development will be expected to:

- Accord with the Temple Quarter Development Framework, in combination with St. Philip's Marsh, to coordinate approach to development across these areas and the surrounding communities;
- Have a form, scale and density consistent with its city centre location and as part of this, tall buildings of an appropriate design and setting may be appropriate as part of the development mix;
- Contribute towards an appropriate mix of housing types;
- Preserve and enhance heritage assets, including Silverthorne Lane conservation area, incorporating them imaginatively into new development to deliver a strong sense of place; and
- Where proposed on sites bordering the Totterdown Basin area, will be expected to complement its enhancement as a fully accessible natural green space with a wildlife function, including provision of pedestrian and cycle links through the area.
- Be supported by transport improvements including public transport enhancement, cycle provision and pedestrian route improvements, provision to support freight consolidation and local highway improvements and parking provision should reflect the area's central location.
- Be required to include appropriate mitigation to ensure that the risk of flooding is appropriately addressed and does not add to flood risk elsewhere;
- Be supported by a flood risk sequential test undertaken within the policy area, for sites at risk of flooding, taking account of all reasonably available sites in the area. The development of sites that are at risk of flooding or are larger than one hectare in size should be supported by a Flood Risk Assessment.

Policy DS2 also specifies policy provisions related to Temple Meads area; Silverthorne Lane area; Temple Island; and York Road/Mead Street area, including the requirement for development to ensure integration with the modern transport interchange created at Bristol Temple Meads Station and delivery of new student accommodation associated with the proposed University of Bristol Enterprise Campus.

Policy DS2: Bristol Temple Quarter

SEA Theme	SA Framework Objective	D-M Criteria	Policy DS2 Significance of Effect (0/+/- / ?)			Direct (D) or Indirect (I)	Temporary (T) or Permanent (P)	Spatial Scale of Effect	Receptors (R) and/or affected groups (AGs)	Suggested Appropriate Mitigation (AM) / Policy Cross-reference (CR) / opportunity to maximise benefit (MB)
			Short	Medi	Long					
Population, Housing and Communities	1.To ensure an adequate and diverse supply of housing that is affordable to everyone	DMC1 DMC2 DMC3 DMC4	++/?	++/?	++/?	D	P	Local and City- wide.	R: Local housing market, Bristol’s population; AG: Bristol’s population.	CR: Policy H5: Self build and community-led housing.
	2. Promote the conservation and wise use of land, maximising the reuse of previously developed land	DMC5 DMC6 DMC7	++/?	++/?	++/?	D	P	Local	As above, plus: R: Brownfield sites and previously developed sites; AG: Local businesses.	n/a
	3. Ensure easy and affordable access to key services	DMC8	++/?	++/?	++/?	D	Both	Local and City- wide	R: Bristol’s local economy; Bristol’s population AG: Local businesses.	n/a
	4. Increase participation in cultural and community activities	DMC9	+/?	+/?	+/?	I	Both	Local; City-wide	AG: Bristol’s population.	n/a
Health and Inequalities	5. To reduce poverty and income inequality and improve the quality of life for those living in areas of concentrated disadvantage	DMC10 DMC11	++/?	++/?	++/?	I	Both	Local and City- wide.	R: Built environment. AG: Bristol’s population.	n/a
	6. To reduce health inequalities and promote healthy lifestyles across the city	DMC12 DMC13 DMC14	-/?	-/?	-/?	Both	Both	Local and City- wide	R: Public health. AG: Bristol’s population.	n/a – mitigation addressed by other Local Plan policies.
	7. Ensure access to education and learning for all sections of society	DMC15 DMC16	++/?	++/?	++/?	Both	Both	Local and City- wide	R: Bristol’s population AG: All groups	n/a
Economy and Employment	8. To support the economy and ensure that there are suitable opportunities for employment	DMC17 DMC18 DMC19 DMC20 DMC21	+/?	+/?	+/?	Both	Both	Local and City- wide.	R: Bristol’s local economy, AG: Local businesses, Bristol’s population.	AM: Ensure the delivery of a range of business uses by explicitly setting out the floorspace ratio for each B or E use class on a site basis. AM: Require proposals for any redevelopment of business use sites to ensure defined quantum of workspace within mixed use development uses, to safeguard a range and balance of workspace.
	9. Ensure access to a range of shopping facilities for all sections of society	DMC22 DMC23	+/?	+/?	+/?	I	Both	Local and City- wide.	R: Bristol’s local economy; Bristol’s population AG: Local businesses	n/a
Townscape and Landscape	10. To ensure the protection and enhancement of the historic environment and its setting	DMC24	--/?	--/?	--/?	I	P	Local and City- wide	R: Cultural heritage; built environment; AG: Bristol’s population.	AM: Establish more detailed design principles in relation to the ‘imaginative enhancement’ of Bristol Temple Meads Station, to ensure that there is no effect on the significance of this listed building.
	11. To ensure the protection and enhancement of biological and geological assets and improve the quality of wildlife habitats	DMC25 DMC26	-/?	-/?	-/?	I	P	Local; City-wide; trans-boundary	R: Local wildlife and biodiversity; natural environment; AG: Bristol’s population; wildlife.	n/a – mitigation addressed by other Local Plan policies.
	12. To ensure the protection and enhancement of green and blue infrastructure and ensure access to a variety of open space and recreation	DMC27	+/?	+/?	+/?	D	P	Local; City-wide; trans-boundary	As above.	n/a
Transport and Movemen	13. To encourage a demonstrable modal shift and reduce the need to travel	DMC28 DMC29	++/?	++/?	++/?	I	Both	Local; City-wide; trans-boundary	R: Public health; AG: Bristol’s population.	MB: Provide detail for a ‘transformed and fully connected Temple Meads Station’ and location of walking and cycling routes. Consider how this could unlock accessibility for land east of the station.
	14. To maintain and improve the existing highway network	DMC30 DMC31	+/?	+/?	+/?	D	P	Local and City- wide.	R and AG: Bristol’s highway network; public health; Bristol’s population.	AM: Provide definition of freight consolidation and local highway improvements.
Climate, Energy and Waste	15. To reduce the risk of flooding from all sources	DMC32 DMC33	--/?	--/?	--/?	Both	Both	Local; City-wide; trans-boundary	R: Natural environment (water); AG: Bristol’s population; local wildlife.	AM: Make reference to the Bristol Flood Strategy and require appropriate reference to climate change allowances within flood risk assessments
	16. Sustainably manage natural resources, including water demand and quality and reducing waste being landfilled	DMC34 DMC35 DMC36 DMC37	?	?	?	D	Both	Local; City-wide; trans-boundary	R: Natural environment (water and land); AG: Bristol’s population; local wildlife.	n/a
	17. Minimise air and noise pollution	DMC38	-/?	-/?	-/?	I	Both	Local; City-wide; trans-boundary	R: Localised air quality; biodiversity; public health; built environment; AG: population; local wildlife.	n/a – mitigation addressed by other Local Plan policies.
	18. To maximise the potential for energy efficiency, reduce greenhouse gas emissions and ensure that the built and natural environment and its communities can withstand the effects of climate change	DMC39 DMC40 DMC41 DMC42	+/?	+/?	+/?	D	Both	Local; City-wide; trans-boundary	R: Natural environment (water); AG: Bristol’s population; local wildlife.	n/a
Evaluation of Effects	Scale of effects: The scale of effects of this policy would be predominantly within the Area of Growth and Regeneration (AGR) and the specific sites within the broader area. However, as this AGR is focussed on development of Temple Meads as a ‘transformed and connected’ Station within the heart of the Temple Quarter Enterprise Zone, effects could also be city-wide in scale. Negative effects are potentially likely, subject to mitigation, at a city-wide level for heritage, ecological and flood risk related SA Objectives. There would be cumulative impacts on the wider Bristol City Centre area, including for the delivery of affordable housing, employment opportunities, the local transport network, heat network and localised energy demands, and waste management, amongst other key sustainability issues. Social, economic and environmental effects:									

	- This policy is expected to have significant positive effects for housing delivery (SA Objective 1, DMC1), although the quantum proposed in this AGR is not specified within policy text. The estimated capacity for the area is set out as 2,500 new homes but this is only provided in the supporting text meaning a level of uncertainty it attached to the positive effect expected for DMC1. It is expected that Policy AH1 will ensure that an appropriate level of affordable homes is provided across Bristol, including within the Bristol Temple Quarter (DMC2). The policy text references delivery of student accommodation and could therefore produce positive effects for DMC3. The policy does not make reference to the provision of community-led housing within the area or policy that addresses this type of provision (i.e. H5), so effects are unknown for this criteria (DMC4). - Policy DS2 supports regeneration within the Bristol Temple Quarter, much of which is already highly developed. It is expected that the policy will encourage the re-use of previously developed land and therefore a positive effect is recorded in relation to SA Objective 2 (DMC5). The policy also sets out that the area should be developed in a comprehensive/co-ordinated manner and should accord with the Temple Quarter Development Framework. The regeneration of the area could also produce positive effects for DMC7, as it would safeguard Green Belt land and not extensively impact greenfield land. Being sited within the City Centre, Policy UL2 requires that proposals for residential development reflect 200dph as a minimum, which could generate positive effects for DMC6. The overall significant positive effects recorded for Policy DS2 against Objective 2 are partially unknown, given that there is potential for a range of effects related to intensification which are unlikely to be known until site-specific proposals come forward. - The AGR falls within the wider City Centre boundary. Although there is limited provision of services within the Bristol Temple Quarter boundary itself, the area is within easy walking distance of a range of key services both within the City Centre and is around 800m walking distance of the Bedminster Town Centre (SA Objective 3, DMC8 and SA Objective 9, DMC23). Policy DS2 sets out that development within the AGR is to include new services and community facilities required to support growth in the area. Given the potential for this new service provision to support good access to key services and facilities for new and existing residents in this area, a significant positive effect is expected in relation to SA Objective 3 The positive effect recorded in relation to SA Objective 9 is partly reflective of the complementary retail uses supported through the policy. - The policy proposes the development of conference facilities on Temple Island, which may have community and cultural benefits (subject to community access). It also requires that community facilities are provided to support new development within the AGR. This policy is considered to produce positive, yet unknown, effects for SA Objective 4 (DMC9). - It is considered that this policy has the potential to produce significant positive effects for SA Objective 5 (DMC10 and DMC11), as the AGR is located within an area of moderate-high deprivation. Development and regeneration of this AGR therefore has the potential to transform the built environment through improved sustainable transport linkages, public realm improvements and offering opportunities for investment in local employment through the provision of workspace. Effects are also partly unknown and remain dependent upon site specific proposals. - Due to the relatively limited open green space provision in the surroundings, it is unknown the extent to which redevelopment of the AGR would support positive well-being and healthy lifestyles (DMC13) until site-specific proposals come forward. The policy requires that green infrastructure should be delivered as part of new development in the area which is likely to help address this deficiency. Furthermore, the requirement to provide services and community facilities to support new development could result in provisions that benefit the health and wellbeing of new and existing residents. As the area is within an existing AQMA, it is considered that future occupants/users of development within the AGR are likely to be subject to relatively poor air quality which will require appropriate mitigation (including monitoring the effect of implementing the Clean Air Zone). Given the potential for impacts resulting from existing issues of poor air quality, a negative, unknown effect is expected in relation to SA Objective 6. - While there are no educational facilities within the AGR boundary, it is within 800m of a primary school and 1500m of a secondary school. The policy recognises that additional educational facilities with enhanced connections to neighbouring communities will be provided, in relation to both the University of Bristol campus provision and proposals at Silverthorne Lane. Policy DS2 could therefore generate positive effects, or even city-wide significant positive effects, for SA Objective 7 (DMC16) as it is considered that there will be a high level of physical accessibility from the area to existing surrounding and emerging educational facilities. - Policy DS2 is considered to produce positive effects for SA Objective 8 where development is required to provide high quality workspace and offices (DMC17). The sector type of employment / business use is not specified within policy text, and therefore effects of this policy text are uncertain for DMC18; however, provision of high-quality workspaces could support the: creative, cultural and digital industries; and financial, business and legal ‘tech’ services as defined within the Local Industrial Strategy and ELSNA (2021). This could bolster the role of Temple Quarter Enterprise Zone as a key employment location. As the AGR is located in an area with a high rate of unemployment, it is also considered that this draft text could generate positive effects for DMC19. It is uncertain the extent to which this Policy would support the delivery of carbon neutral employment space, although the area itself is accessible by sustainable transport modes and this could serve to encourage a shift from unsustainable modes of travel to places of employment (DMC21). - With several listed features within the AGR boundary, including both Grade I and Grade II* listed buildings, there remains potential for impact of redevelopment or new development on the historic environment (DMC24). This is particularly the case given for proposals for the 'heritage sensitive' regeneration and 'imaginative enhancement' of the northern access to the Grade I Listed Temple Meads Station and location of tall buildings within its setting; which could both result in significant negative effects against SA Objective 10. The policy requires that development in the area preserves and enhances the Silverthorne Lane Conservation Area which lies within the AGR as well as the adjoining Conservation Areas and other heritage assets, and also requires that tall buildings delivered in the area accord with the relevant tall building policy which will help to mitigate these effects. However, effects are unknown given that they are largely dependent upon site-specific proposals and proposed mitigation come forward which are unknown at this stage. - The AGR fronts on to the River Avon SNCI and Feeder Canal SNCI, is also adjacent to the New Cut Local Nature Reserve which is a statutory designation. The policy requires development adjacent to Totterdown Basin to complement its enhancement as a fully accessible natural green space with a wildlife function. However, this should also consider appropriate and proportionate ecological mitigation along the New Cut and Feeder Canal and overall a negative effect is recorded in relation to SA objective 11 (DMC25). The delivery, scale and location of any net gain in biodiversity remains subject to any future development proposal and is therefore uncertain (DMC26). - As the policy references the requirement for development to include GI and public realm improvements, it is likely to generate positive effects for SA Objective 12 (DMC27). However, effects are partly uncertain as the nature of such improvements, and their integration with the existing GI network, will be based upon detailed design. - The AGR is focussed around ensuring Bristol Temple Meads Train Station is transformed and fully-connected (SA Objective 13, DMC28 and DMC29). The policy text requires new walking and cycling routes, including to the rest of the city, adjacent neighbourhoods and through a quayside walkway. It also requires the station to be transformed into a modern transport interchange and a welcoming arrival point into the City, and associated support freight consolidation and local highway improvements (DMC30 and DMC31). Whilst the area to the north and west of the station is considered to be well served by public transport, the area to the south and east is less well served (the Silverthorne Lane area). Providing a 'fully-connected' Temple Meads Station and including references to proposals within JLTP4 as part of Policy DS2 could further strengthen the significant positive effect expected on access to, and quality of, sustainable transport modes (SA Objective 13). - Flood risk within the AGR is considered to be high, with significant areas located within Flood Risk Zones 2 and 3. While the exact location of new development within the AGR boundary is unknown, it is considered that the potential for negative effects of development / regeneration for local flood risk and / or to be subject to flood risk issues is therefore relatively high when appraised against SA Objective 15. The requirement for a Flood Risk Assessment or Sequential Test (as appropriate) could serve to mitigate flood risk issues and ensure that development accounts for future climate change scenarios, however it is unclear of the effects of this on the developable area within the AGR. The use of SUDS as set out by flood risk Policy FR1 could provide further mitigation for any adverse surface water flood risk at the site. - Whilst the area is not adjacent to groundwater protection zones, it is adjacent to the River Avon, which presently has a chemical status of 'fail'. The development of land adjacent to this waterbody could contribute to continued poor water quality, however, construction management plans should help prevent detrimental impacts as new development occurs. Moreover, the extent to which this policy would deliver a high standard of sustainable design and construction through minimising resource use, energy efficiency and waste production is unknown (SA Objective 16 DMC35 and DMC36); and remains dependent upon the nature of detailed design proposals and compliance with other policies on climate change and sustainability. - As set out above, the AGR is located within an existing AQMA and as such it is considered that this may cause undue exposure of new development and its future occupants to high levels of existing pollutants and a negative effect is recorded on SA Objective 17(DMC38). The AGR also lies within the Bristol Clean Air Zone which is likely to help limit the use of more polluting vehicles in this location. The effect of any proposals with the AGR are partly unknown, and remain dependent upon the nature of any development that comes forward, alongside the availability and usage of sustainable and/or active travel modes and any mitigation proposed against Policy HW2. - The AGR is within the area covered by the Bristol Heat Network identified by the Bristol City Leap which could provide opportunities for the use of low carbon and decentralised energy sources depending on the specific detail of any proposals that come forward. A positive, unknown effect is therefore expected for SA Objective 18 (DMC40).
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Policy DS3 St. Philip's Marsh

The St. Philip's Marsh Area of Growth and Regeneration (AGR) is located within the City Centre, and currently contains a mix of industrial and distribution uses, electricity and railway infrastructure. Key baseline and sustainability issues associated with the AGR are defined as follows:

- The AGR is considered to be within an area of high deprivation, and in an area that is currently experiencing a moderate-high level of unemployment (based on IMD 2019 data);
- Over half of the land within the AGR is located within an AQMA and therefore exists in an area of concentrations of NO₂ and particulate matter (PM₁₀) that exceed or potentially exceed national targets, however it is also within the new Clean Air Zone;
- The majority of the AGR is currently designated as Principal Industrial and Warehousing Land;
- There is one former I, now designated as Local Green Space (Sparke Evans Park) which is adjacent to the River Avon;
- There is an overlap with the River Avon SNCI located at the southern boundary of the AGR and an area of the water strategic network;
- The AGR is within an area covered by the Bristol Heat Network as identified by the Bristol City Leap, which therefore offers opportunities for the use of low carbon energy networks/decentralised energy sources within new development; and
- Flood risk within the AGR is high, with large areas of the AGR being located within Flood Risk Zones 2, 3a and 3b and areas subject to high and medium surface water flood risk.

Policy DS3 sets out principles related to the regeneration and development of the St. Philip's Marsh AGR; to complement the adjacent Bristol Temple Quarter.

This policy has been subject to a number of minor updates since the Draft Local Plan March 2019 Consultation version, however the spatial extent of the policy has not been revised. An overview of the policy as included in the Publication Version November 2023 Draft Local Plan is provided as follows.

The Policy sets out that development will ensure the retention, refurbishment, intensification and/or redevelopment and innovative reincorporation of workspace to ensure increased employment opportunities and that the diversity of business and economic development is maintained and enhanced. The policy includes the following requirements:

- High quality office and flexible workspace;
- Industry and distribution premises;
- Thousands of new and affordable homes including live/workspace;
- Student accommodation (to be delivered in line with Policy H7);
- Infrastructure, services and community facilities required to support the new development;
- Maintained and safeguarded transport and utility infrastructure where required;
- New walking and cycle routes to connect the developments to the rest of the city centre and surrounding neighbourhoods;
- New and enhanced public realm and green infrastructure, including improvements to the setting of the River Avon and Feeder Canal; and

- The retention, enhancement and creation of open space to serve the new developments, with new open space delivered in line with Local Plan Policy GI A 'Open space for recreation'.

In addition, development will be expected to:

- Be subject to the Temple Quarter Development Framework, which also includes St. Philip's Marsh;
- Have a form, scale and density consistent with its central urban location;
- Demonstrate measures to create a city centre that is welcoming to all by enhancing social inclusion and community cohesion, especially in respect of communities in adjoining areas;
- Ensure development of new workspace and other commercial development assists in enabling access to employment for local residents, facilitating skills development and supporting employment initiatives (in accordance with Policy E1);
- Contribute towards an appropriate mix of housing types, including affordable homes;
- Improve the connectivity of the area to neighbouring communities;
- Facilitate and contribute towards the delivery of eastern access to Temple Meads Station;
- Ensure the provision of appropriate green infrastructure and open space. Sparke Evans Park will be enhanced to serve the wider area and provide space for recreation;
- Retain and enhance pedestrian/cycle links to areas south of River Avon;
- Be supported by transport improvements which will include public transport enhancements enhanced connectivity with surrounding areas, cycle provision, pedestrian route improvements and local highway improvements;
- Include an approach to parking provision that reflects the area's central location and connectivity;
- Be required to include appropriate mitigation to ensure that the risk of flooding is appropriately addressed and does not add to flood risk elsewhere;
- Sites at risk of flooding should be supported by a flood risk sequential test undertaken within the policy area, taking account of all reasonably available sites in the area. The development of sites that are at risk of flooding or are larger than one hectare in size should be supported by a Flood Risk Assessment.

Policy DS3 also specifies particular policy provisions related to North West St. Philip's Marsh; South St Philip's Marsh; and North East St Philip's Marsh, including the requirement for development to enhance the river front and canal settings and to deliver a new riverside linear park.

Policy DS3: St. Philip's Marsh

SEA Theme	SA Framework Objective	D-M Criteria	Policy DS3 Significance of Effect (0/+/- / ?)			Direct (D) or Indirect (I)	Temporary (T) or Permanent (P)	Spatial Scale of Effect	Receptors I and/or affected groups (AGs)	Suggested Appropriate Mitigation (AM) / Policy Cross-reference (CR) / opportunity to maximise benefit (MB)
			Short	Med	Long					
Population, Housing and Communities	1.To ensure an adequate and diverse supply of housing that is affordable to everyone	DMC1 DMC2 DMC3 DMC4	++/?	++/?	++/?	D	p	Local and City-wide.	R: Local housing market, Bristol’s population; AG: Bristol’s population.	AM: Make reference to the explicit number of units to be delivered within the AGR. CR: Policy H5: Self build and community-led housing.
	2. Promote the conservation and wise use of land, maximising the reuse of previously developed land	DMC5 DMC6 DMC7	++/?	++/?	++/?	D	p	Local	As above, plus: R: Brownfield sites and previously developed sites; AG: Local businesses.	n/a
	3. Ensure easy and affordable access to key services	DMC8	+/?	+/?	+/?	D	Both	Local	R: Bristol’s local economy; Bristol’s population AG: Local businesses.	n/a
	4. Increase participation in cultural and community activities	DMC9	?	?	?	I	Both	Local	AG: Bristol’s population.	n/a
Health and Inequalities	5. To reduce poverty and income inequality and improve the quality of life for those living in areas of concentrated disadvantage	DMC10 DMC11	++/?	++/?	++/?	I	Both	Local and City-wide.	R: Built environment. AG: Bristol’s population.	n/a
	6. To reduce health inequalities and promote healthy lifestyles across the city	DMC12 DMC13 DMC14	0/?	0/?	0/?	Both	Both	Local and City-wide	R: Public health. AG: Bristol’s population.	n/a
	7. Ensure access to education and learning for all sections of society	DMC15 DMC16	+/?	+/?	+/?	Both	Both	Local and City-wide	R: Bristol’s population AG: All groups	n/a
Economy and Employment	8. To support the economy and ensure that there are suitable opportunities for employment	DMC17 DMC18 DMC19 DMC20 DMC21	+/?	+/?	+/?	Both	Both	Local and City-wide.	R: Bristol’s local economy, AG: Local businesses, Bristol’s population.	AM: Ensure the delivery of a range of business uses by explicitly setting out the floorspace ratio for each B or E use class on a site basis. AM: Require proposals for any redevelopment of business use sites to ensure re-provision of a defined quantum of workspace within mixed use development, to safeguard a range and balance of workspace. MB: Set out the number of jobs that are to be retained and increased across the AGR, how a range of skilled and less skilled jobs will be secured, and how this will be monitored.
	9. Ensure access to a range of shopping facilities for all sections of society	DMC22 DMC23	+/?	+/?	+/?	I	Both	Local and City-wide.	R: Bristol’s local economy; Bristol’s population AG: Local businesses	n/a
Townscape and Landscape	10. To ensure the protection and enhancement of the historic environment and its setting	DMC24	0/?	0/?	0/?	I	P	Local and City-wide	R: Cultural heritage; built environment; AG: Bristol’s population.	AM: Establish more detailed design principles in relation to the enhancement of Bristol Temple Meads Station (outside the AGR).
	11. To ensure the protection and enhancement of biological and geological assets and improve the quality of wildlife habitats	DMC25 DMC26	-/?	-/?	-/?	I	P	Local and City-wide.	R: Local wildlife and biodiversity; natural environment; AG: Bristol’s population; wildlife.	n/a – mitigation addressed by other Local Plan policies.
	12. To ensure the protection and enhancement of green and blue infrastructure and ensure access to a variety of open space and recreation	DMC27	+/?	+/?	+/?	D	P	Local and City-wide.	As above.	n/a
Transport and Movement	13. To encourage a demonstrable modal shift and reduce the need to travel	DMC28 DMC29	+/?	+/?	+/?	I	Both	Local and City-wide.	R: Public health; AG: Bristol’s population.	n/a
	14. To maintain and improve the existing highway network	DMC30 DMC31	+/?	+/?	+/?	D	P	Local and City-wide.	R: Bristol’s highway network; public health; Bristol’s population.	n/a
Climate, Energy and Waste	15. To reduce the risk of flooding from all sources	DMC32 DMC33	--/?	--/?	--/?	Both	Both	Local; City-wide; trans-boundary	R: Natural environment (water); AG: Bristol’s population; local wildlife.	AM: Make reference to the Bristol Avon Flood Strategy, provide clarity for how River Avon flood risk infrastructure would be delivered if development comes forward in a piecemeal way; and require appropriate reference to climate change allowances within flood risk assessments.
	16. Sustainably manage natural resources, including water demand and quality and reducing waste being landfilled	DMC34 DMC35 DMC36 DMC37	?	?	?	D	Both	Local; City-wide; trans-boundary	R: Natural environment (water and land); AG: Bristol’s population; local wildlife.	n/a
	17. Minimise air and noise pollution	DMC38	-/?	-/?	-/?	I	Both	Local; City-wide; trans-boundary	R: Localised air quality; biodiversity; public health; built environment; AG: Bristol’s population; wildlife.	n/a – mitigation addressed by other Local Plan policies.
	18. To maximise the potential for energy efficiency, reduce greenhouse gas emissions and ensure that the built and natural environment and its communities can withstand the effects of climate change	DMC39 DMC40 DMC41 DMC42	+/?	+/?	+/?	D	Both	Local; City-wide; trans-boundary	R: Natural environment (water); AG: Bristol’s population; local wildlife.	n/a
Evaluation of Effects	Scale of effects: The scale of effects of this policy would be predominantly attributable to the AGR and the specific sites within it. However, as the AGR proposes the use of underused employment land within the heart of the city for mixed-use development, effects are likely to be complex and felt at a city-wide scale. Whilst city-wide benefits could be achieved for the provision of new and affordable homes, employment opportunities are likely to change from the current situation within the area. Cumulatively with DS8 Central Bedminster, this could result in a provision of new and different employment spaces and workspaces for less-skilled sectors in the central area of the city. Through the delivery of better accessible and more and inclusive economic development, this could have positive effects on supporting the economy and ensure that there are suitable opportunities for employment. In the absence of inclusion of reference to the Bristol Flood Risk Strategy, there could be significant negative effects related to reducing the risk of flooding from all sources. Subject to proposals for mitigation, when considered alongside Policy DS2, there could also be cumulative negative effects on the River Avon SNCI. Social, economic and environmental effects:									

	• This policy could have significant positive effects for housing delivery (SA Objective 1, DMC1) given that it states that development of the area will include thousands of new homes including live / work space. However, the policy text references that 'thousands' of homes will be delivered in this AGR rather than a precise quantum (DMC1). It is expected that Policy AH1 will ensure that an appropriate level of affordable homes is provided across Bristol, including within St. Philip's Marsh (DMC2). The policy text references delivery of purpose-built student accommodation and the requirement to contribute to an appropriate mix, which could therefore produce positive effects for DMC3. Cross-reference could be made to policies for community-led housing (i.e. Policy H5), and sites may be identified where there is sufficient evidence to do so, however reference is made within the policy to delivery of housing with a mix of types, sizes and tenures (DMC4). • Policy DS3 supports regeneration within St. Philip's Marsh, much of which is already developed. It is expected that the policy will encourage the re-use of previously developed land and therefore a positive effect is recorded in relation to SA Objective 2 (DMC5). With proposals required to be developed in a comprehensive / co-ordinated manner, it is considered that this policy could provide positive, yet unknown, effects for SA Objective 2 (DMC5). Positive effects are also expected in relation to DMC7 given that the policy would safeguard Green Belt land and not significantly impact greenfield land. As the AGR is within the City Centre, Policy UL2 requires that proposals for residential development reflect 200dph as a minimum, which could generate positive effects for DMC6. Significant positive effects of this policy text against SA Objective 2 are partly unknown, given that there is potential a range of effects related to intensification that are unlikely to be known until site-specific proposals come forward. • The AGR is adjacent to the wider City Centre boundary. There is relatively limited provision of services within the St Philip's Marsh boundary itself, and the area is within 800m of Sandy Park Road, Totterdown and Lawrence Hill Local Centres, although this is partly severed by the presence of the River Avon, the A4320 and the Feeder Canal / New Cut in the north (SA Objective 3, DMC8 and SA Objective 9, DMC23). Policy text requires the provision of infrastructure, services and community facilities to support new development, whilst Policy DS1 seeks to reduce severance within the City Centre as a whole. Given the relatively good access to existing local centres and the new services and facilities to be delivered, the effects recorded in relation to SA Objectives 3 and 9 are positive but uncertain. • This policy is considered to produce positive, unknown effects for SA Objective 4 (DMC9) given that it requires the delivery of community facilities as part of the new development. The effect is partially unknown given that the specific nature of any new facilities will only be known once specific proposals for new development come forward. • It is considered that this policy has the potential to produce significant positive effects for SA Objective 5 (DMC10 and DMC11), as the AGR is located within an area of high deprivation. Development and regeneration of this AGR therefore has the potential to transform the built environment through improved sustainable transport linkages, public realm improvements and offering opportunities for investment in local employment through the provision of workspace. Effects are also partly unknown and remain dependent upon site specific proposals. • The AGR includes Sparke Evans Park (Local Green Space). The policy text proposes a multi-purpose greenway along the River Avon and a new riverside linear park within the south of the area. Both of these could help maintain / improve positive well-being and healthy lifestyles (SA Objective 6, DMC13). The provision of new services and community facilities could also include provision that could benefit local health and wellbeing. However, as the area is within an existing AQMA, it is considered that future occupants / users of development within the AGR are likely to be subject to relatively poor air quality, of which is not conducive to good public health; and would therefore require appropriate mitigation, the greenway could serve to provide this by reducing reliance on the private car. On balance a neutral but uncertain impact recorded in relation to SA Objective 6. • There are two educational facilities within the AGR boundary, including the Meriton Education and Support Referral Unit and the St Philip's Marsh Nursery School. Whilst there are two primary schools within 800m of the AGR, walking distances are likely to be longer as a result of severance created by the River Avon, railway infrastructure and Feeder Canal in the north. Better physical connectivity and catchment access to proposals to the north of the AGR should be encouraged, and education provision retained and improved. The policy requires infrastructure, services and community facilities to support new development whilst adjacent AGRs propose educational uses. Overall, a positive, unknown effect is recorded in relation to SA Objective 7, however better physical connectivity and catchment access to proposals to the north of the AGR should be encouraged, and education provision retained and improved. • This policy is considered to produce complex positive effects for SA Objective 8. The policy text requires the provision of high quality office and flexible workspace, alongside industrial and distribution premises. Development is to assist in enabling access to employment for local residents, facilitating skills development and supporting employment initiatives. Although the area close to Bristol Temple Quarter is to be developed as a knowledge based, employment led area and within North East St Philip's Marsh small-scale manufacturing and maker-space is to be provided, the sector type of employment/business use is not specified for the whole area within policy text. Therefore, effects of this policy text are uncertain for DMC18. However, provision of high-quality workspaces could support: creative, cultural and digital industries; and financial, business and legal 'tech' services as defined within the Local Industrial Strategy and ELSNA (2021), and support the role of Temple Quarter Enterprise Zone as a key employment location. Whilst the area is predominantly in use by Industrial and Warehousing Uses, the AGR is located in an area with a high rate of unemployment. Through reference to enabling access to employment for local residents, this policy text could generate positive effects for DMC19, although there is a risk that less-skilled jobs are displaced from this area of the city. Supporting good access to employment is likely to be further supported by the reference included in the policy to ensuring the number of jobs in the area is increased; although the policy should seek to set out how this will be monitored. It is uncertain the extent to which Policy DS3 would support delivery of carbon neutral employment space, although the accessibility of the area itself will increase through provisions within the policy; this could serve to encourage a shift from unsustainable modes of travel to places of employment (DMC21). Overall, given the requirement of the policy to increase the number of jobs in the area and ensure the diversity of business and economic development, but considering the potential for some existing employment opportunities to be lost, positive, unknown effect is expected for SA Objective 8. • Whilst the AGR does not contain any listed buildings or Conservation Areas, policy text does state that 'new development should facilitate and contribute towards the delivery of an eastern access to Temple Meads station'. As a Grade I listed building, there remains potential for impact of redevelopment or new development on the historic environment (SA Objective 10, DMC24). However, the neutral effects recorded for the policy are unknown until site-specific proposals and proposed mitigation come forward. • The AGR fronts on to the River Frome SNCI. There is the potential for impacts of development in the absence of appropriate and proportionate ecological mitigation, to be delivered alongside any planning consent within the AGR and a negative effect is recorded for SA Objective 11 (DMC25). Furthermore, whilst the AGR does not contain any international or nationally designated wildlife sites, it is within an SSSI Impact Zone which predominantly requires consultation with statutory bodies for industrial development that could increase air pollution. The delivery, scale and location of any net gain in biodiversity remains subject to any future development proposal and therefore remains uncertain until this stage but would be required under policy BG3 (DMC26). • As Policy DS3 references the requirement for development to include GI and public realm improvements, it is considered that the policy could therefore generate positive effects for SA Objective 12 (DMC27). However, effects are partly uncertain as the nature of such improvements, and their integration with the existing GI network, remains contingent upon detailed design. • Whilst the AGR is located to the south east of Bristol Temple Meads Train Station, accessibility is overall poor within the area. Nearest bus stops are located south of the River Avon along Bath Road or outside the AGR to the north along Kingsland Road, and there is poor accessibility to the south of the station. The policy text requires new walking and cycling routes, including to the rest of the city, adjacent neighbourhoods and through a multi-purpose greenway along the River Avon. It also requires improved station access, public transport enhancements and local highways improvements. It is considered that the development of this AGR in line with the policy requirements would have a positive effect on access to and quality of sustainable transport modes as well as supporting the maintenance and improvement of the highway network in the area (SA Objectives 13, DMC28 and 14, DMC31). However, this is partly unknown dependent upon any specific proposals that come forward for development in the area. • Flood risk within the AGR is considered to be high, with significant areas located within Flood Risk Zones 2 and 3. While the exact location of new development within the AGR boundary is unknown, the potential for development to be impacted by flood risk or create risks elsewhere is considered to be high. A significant negative effect is therefore recorded for SA Objective 15. The requirement for a Flood Risk Assessment or Sequential Test (as appropriate) could serve to mitigate flood risk issues and ensure that development accounts for future climate change scenarios. Policy text requires redevelopment and regeneration of the River Avon frontage to accommodate any flood protection infrastructure; however, it is unclear how this will be delivered if development comes forward in a piecemeal way. The use of SUDS as set out by retained flood risk Policy FR1 could help provide appropriate mitigation for any adverse surface water flood risk at the site. Given the potential for mitigation to be achieved the negative effect recorded is partly unknown. • Whilst the area is not adjacent to groundwater protection zones, it is adjacent to the River Avon, which presently has a chemical status of 'fail'. The development of land adjacent to this waterbody could contribute to continued poor water quality, however, construction management plans should help prevent detrimental impacts as new development occurs. Whilst there is a risk that requiring mixed-use and residential developments within the area could displace recycling businesses, the extent to which this policy would deliver a high standard of sustainable design and construction through minimising resource use, energy efficiency and waste production is generally unknown (SA Objective 16, DMC35 and DMC36). • As set out above, the AGR is located within an existing AQMA which may cause undue exposure of new development and its future occupants to high levels of existing pollutants and therefore a negative effect is recorded on SA Objective 17 (DMC38). The AGR also lies within the Bristol Clean Air Zone which is likely to help limit the use of more polluting vehicles in this location. The effects of development are partly unknown, and remain dependent upon the nature of development (use), alongside the availability and usage of sustainable and/or active travel modes for new development/regeneration to limit the impact of vehicular emissions, alongside any proposed mitigation delivered under Policy HW2. • With the siting of the AGR the Bristol Heat Network identified by the Bristol City Leap it is considered that there could therefore be opportunities for the use of low carbon and decentralised energy sources. A positive, unknown effect is therefore expected for SA Objective 18 (DMC40).
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Policy DS4 Western Harbour

The Western Harbour Area of Growth and Regeneration (AGR) is located to the western end of the City Centre. As the infrastructure gets older and becomes more costly to maintain than it would be to replace, there is an opportunity to remodel the road system in a way that enables the more efficient use of land and the development of a new city quarter.

Key baseline and sustainability issues associated with the AGR are defined as follows:

- The AGR is located within an area of moderate-low deprivation (based on 2019-IMD data) and contains a moderate-low proportion of working-age population who are involuntarily unemployed;
- A significant proportion of the AGR is located within an AQMA. Therefore concentrations of NO₂ and particulate matter (PM₁₀) exceed or potentially exceed national targets;
- The vast majority of the AGR overlaps with the City Docks Conservation Area, which includes several Grade II and Grade II* listed buildings and the Scheduled Monument of Underfall Yard, Bristol Docks. The AGR is also valued for its key role in enabling important views/vistas to and from the Avon Gorge and Clifton Suspension Bridge, within the setting of Ashton Court, Leigh Woods and the Clifton Conservation Area;
- Existing land within the boundary is occupied by industrial and warehousing uses are located to the north of Clift House Road, and there are Maritime Industrial Warehousing Areas located north of Avon Crescent;
- The AGR includes multiple areas of former Important Open Space (Land at Jessop Underpass; Cumberland Basin; Land at Clift House Road, Bower Ashton; Cumberland Piazza), however these areas are no longer proposed to be retained as open space designations within the emerging Local Plan;
- New Cut Local Nature Reserve is located along the southern embankment of the River Avon, whilst the vast majority of the River Avon within the AGR is identified as SNCI. The AGR is also directly adjacent to the Bower Ashton SNCI and within 100m of the Avon Gorge Woodland SAC;
- The AGR is mostly within the Bristol Heat Network identified by the City Leap, which therefore offers opportunities for the use of low carbon energy networks/decentralised energy sources within new development; and
- Flood risk within the AGR is high, with large areas of the AGR being located within Flood Risk Zones 2, 3a and 3b and with small areas subject to high and medium surface water flood risk. However, it should be noted that the AGR does overlap with the River Avon which does increase the proportion of flood risk.

Policy DS4 has been subject to a number of minor updates since the Bristol Local Plan Pre-Submission Publication Version (November 2023). An overview of the policy as included in the Publication Version November 2023 Draft Local Plan is provided as follows.

Policy DS4 includes the following requirements:

- A reconfigured and simplified road system;
- New homes with a mix of types, sizes and tenures;
- A mix of workspace;

- Retail and leisure development consistent with Policy SSE4;
- Provision of infrastructure, services and community facilities required to support the new development;
- Retention and provision of high quality public open spaces incorporating green infrastructure and public realm enhancements; and
- New walking and cycling routes to connect to the development to the surrounding neighbourhoods, public transport facilities and the wider cycle network.

In addition, development will be expected to:

- Be delivered in accordance with a masterplan to coordinate the approach to development across the area;
- Have regard to the area's important heritage assets and respond appropriately to key views and landmarks set out in the City Docks Conservation Area Appraisal;
- Demonstrate that opportunities have been sought to progress more comprehensive or co-ordinated forms of development with other sites in the locality;
- Provide flood defences and flood mitigation measures in accordance with the Bristol Avon Flood Strategy with these measures to support enhanced public realm, green infrastructure provision and enhancements to the historic environment.
- Provide a network of accessible pedestrian walkways along the Cumberland Basin, Floating Harbour and River Avon New Cut, including new and improved/restored crossing points, consistent with Policy BG5 'Biodiversity and access to Bristol's waterways';
- Strengthen pedestrian and cycle links, including wayfinding, between Hotwells, Spike Island, Southville, Ashton Gate and the strategic cycle network;
- Be supported by transport improvements which will include public transport enhancements enhanced connectivity with surrounding areas, cycle provision, pedestrian route improvements and local highway improvements;
- Include an approach to parking provision that reflects the area's central location and connectivity;
- Contribute to an appropriate mix of housing types;
- Include appropriate mitigation to ensure that the risk of flooding is appropriately addressed and does not add to flood risk elsewhere;
- Sites at risk of flooding should be supported by a flood risk sequential test undertaken within the policy area, taking account of all reasonably available sites in the area. The development of sites that are at risk of flooding or are larger than one hectare in size should be supported by a Flood Risk Assessment.

Policy DS4: Western Harbour

SEA Theme	SA Framework Objective	D-M Criteria	Policy DS4			Direct (D) or Indirect (I)	Temporary (T) or Permanent (P)	Spatial Scale of Effect	Receptors (R) and/or affected groups (AGs)	Suggested Appropriate Mitigation (AM) / Policy Cross-reference (CR) / opportunity to maximise benefit (MB)
			Significance of Effect (0/+/- / ?)							
			Short	Medi	Long					
Population, Housing and Communities	1.To ensure an adequate and diverse supply of housing that is affordable to everyone	DMC1 DMC2 DMC3 DMC4	++/?	++/?	++/?	D	P	Local and City-wide.	R: Local housing market, Bristol’s population; AG: Bristol’s population.	AM: Make reference to the explicit number of units to be delivered within the AGR. CR: Policy H5: Self build and community-led housing.
	2. Promote the conservation and wise use of land, maximising the reuse of previously developed land	DMC5 DMC6 DMC7	+/?	+/?	+/?	D	P	Local	As above, plus: R: Brownfield sites and previously developed sites; AG: Local businesses.	AM: Establish level of greenfield land to be maintained within the AGR. MB: Publish masterplan for Western Harbour AGR, to ensure that development creates a comprehensive or coordinated approach consistent with delivering high quality place-making.
	3. Ensure easy and affordable access to key services	DMC8	+/?	+/?	+/?	D	Both	Local	R: Bristol’s local economy; Bristol’s population AG: Local businesses.	n/a
	4. Increase participation in cultural and community activities	DMC9	+/?	+/?	+/?	I	Both	Local	AG: Bristol’s population.	n/a
Health and Inequalities	5. To reduce poverty and income inequality and improve the quality of life for those living in areas of concentrated disadvantage	DMC10 DMC11	+/?	+/?	+/?	I	Both	Local and City-wide.	R: Built environment. AG: Bristol’s population.	n/a
	6. To reduce health inequalities and promote healthy lifestyles across the city	DMC12 DMC13 DMC14	-/?	-/?	-/?	Both	Both	Local and City-wide	R: Public health. AG: Bristol’s population.	n/a – mitigation addressed by other Local Plan policies.
	7. Ensure access to education and learning for all sections of society	DMC15 DMC16	+/?	+/?	+/?	Both	Both	Local and City-wide	R: Bristol’s population AG: All groups	n/a
Economy and Employment	8. To support the economy and ensure that there are suitable opportunities for employment	DMC17 DMC18 DMC19 DMC20 DMC21	+/?	+/?	+/?	Both	Both	Local and City-wide.	R: Bristol’s local economy, AG: Local businesses, Bristol’s population.	AM: Ensure the delivery of a range of business uses by explicitly setting out the floorspace ratio for each B or E use class on a site basis. AM: Require proposals for any redevelopment of business use sites to ensure defined quantum of workspace within mixed use developments, to safeguard a range and balance of workspace
	9. Ensure access to a range of shopping facilities for all sections of society	DMC22 DMC23	+/?	+/?	+/?	I	Both	Local and City-wide.	R: Bristol’s local economy; Bristol’s population AG: Local businesses	n/a
Townscape and Landscape	10. To ensure the protection and enhancement of the historic environment and its setting	DMC24	--/?	--/?	--/?	I	P	Local and City-wide	R: Cultural heritage; built environment; AG: Bristol’s population.	AM: Provide additional detail within the policy to ensure that development prevents undue harm to designated heritage assets (including the setting of the Conservation Areas, and key views within this).
	11. To ensure the protection and enhancement of biological and geological assets and improve the quality of wildlife habitats	DMC25 DMC26	--/?	--/?	--/?	I	P	Local; City-wide; trans-boundary	R: Local wildlife and biodiversity; natural environment; AG: Bristol’s population; wildlife.	AM: Make specific reference to the need to conserve and enhance the natural environment, including the ecological networks associated with the SAC (Avon Gorge Woodlands), SNCI (River Avon), and Local Nature Reserve (New Cut) and Wildlife Network Sites. Provide additional detail on development proposals so as the effect on the SSSI Impact Zone can be considered.
	12. To ensure the protection and enhancement of green and blue infrastructure and ensure access to a variety of open space and recreation	DMC27	+/?	+/?	+/?	D	P	Local; City-wide; trans-boundary	As above.	n/a
Transport and Movement	13. To encourage a demonstrable modal shift and reduce the need to travel	DMC28 DMC29	+/?	+/?	+/?	I	Both	Local and City-wide.	R: Public health; AG: Bristol’s population.	n/a
	14. To maintain and improve the existing highway network	DMC30 DMC31	+/?	+/?	+/?	D	P	Local; City-wide; Trans-boundary.	R: Bristol’s highway network; public health; Bristol’s population.	n/a
Climate, Energy and Waste	15. To reduce the risk of flooding from all sources	DMC32 DMC33	--/?	--/?	--/?	Both	Both	Local; City-wide; Trans-boundary.	R: Natural environment (water); AG: Bristol’s population; local wildlife.	AM: Make reference to the Bristol Avon Flood Strategy, provide clarity for how River Avon flood risk infrastructure would be delivered if development comes forward in a piecemeal way; and require appropriate reference to climate change allowances within flood risk assessments.
	16. Sustainably manage natural resources, including water demand and quality and reducing waste being landfilled	DMC34 DMC35 DMC36 DMC37	?	?	?	D	Both	Local; City-wide; Trans-boundary.	R: Natural environment (water and land); AG: Bristol’s population; local wildlife.	n/a
	17. Minimise air and noise pollution	DMC38	-/?	-/?	-/?	I	Both	Local; City-wide; Trans-boundary.	R: Localised air quality; biodiversity; public health; built environment; AG: Bristol’s population; local wildlife.	n/a
	18. To maximise the potential for energy efficiency, reduce greenhouse gas emissions and ensure that the built and natural environment and its communities can withstand the effects of climate change	DMC39 DMC40 DMC41 DMC42	+/?	+/?	+/?	D	Both	Local; City-wide; Trans-boundary.	R: Natural environment (water); AG: Bristol’s population; local wildlife.	n/a
Evaluation of Effects	Scale of effects: The scale of effects of this policy would be predominantly attributable to the AGR However, this policy would likely have effects upon adjacent land and key receptors, including designated heritage assets and statutory and non-statutory ecological receptors. Through development of this AGR, there would also likely be cumulative impacts on the wider Bristol City Centre area including for the delivery of homes and affordable housing, and city-wide effects following possible reconfiguration of the road infrastructure. There could also be cumulative impacts associated with flooding from the River Avon and green infrastructure improvements. Social, economic and environmental effects: Policy DS4 could have significant positive effects for housing delivery, however as the specific level of housing to be delivered in the area is not set in the policy itself, this is partly unknown (SA Objective 1, DMC1). It is expected that Policy AH1 will ensure that an appropriate level of affordable homes is provided across Bristol, including within St. Philip’s Marsh (DMC2). The policy text states that development in the area should contribute to an appropriate mix of housing types and could therefore produce positive effects for									

	DMC3. Cross-reference could be made to proposed policies for community-led housing (i.e. Policy H5), and sites may be identified where there is sufficient evidence to do so (DMC4). Whilst it is acknowledged within the policy that development within this AGR is to include a mix of types, sizes and tenures, overall effects for this criterion are unknown. - Place principles set out by the policy text include the requirement for development to be delivered to accord with a masterplan for the area so that the approach is coordinated within the area as well as with development in the surroundings. Much of this area is already developed meaning there is potential for the re-use of large amounts of brownfield land. However, areas of greenfield land to the south west will likely accommodate new development, and the masterplan for the area is not yet adopted meaning the positive effects recorded in relation to DMC5 and DMC7 (SA Objective 2) are partly unknown. Being sited within the City Centre, Policy UL2 requires that proposals for residential development reflect 200dph as a minimum, which could generate positive effects for DMC6. Effects of this policy text against Objective 2 are therefore overall unknown, given that there is potential for a range of effects related to intensification. - There is limited provision of services within the boundary of the AGR, however the area is partially within the wider City Centre boundary, and within 800m walk of Clifton and Bedminster Town Centres, and the North Street and Southville District Centres. It is notable that the river and Floating Harbour, road infrastructure and topography to the north of the harbour create a degree of severance for some users of services. The policy requires that the Western Harbour is developed as a new city quarter to incorporate new infrastructure, services and community facilities to support the development which is likely to benefit new residents and those in the surrounding areas. Overall, a positive effect is expected for SA Objective 3 (DMC8) and SA Objective 9 (DMC23) although this is partly unknown dependent upon the specific new services that are provided as part of new development within the area. - The AGR contains the Create Centre community hub. The policy text requires the provision of community facilities required to support the new development and could result in a net gain of community facilities. The policy is considered to produce positive, albeit unknown effects for SA Objective 4 (DMC9). - Whilst the AGR is located within an area of moderate-low deprivation (IMD Deciles 3 – 5), the policy has the potential to produce positive effects for SA Objective 5 (DMC10 and DMC11) as the development and regeneration of this AGR has the potential to transform the built environment through improved sustainable transport linkages, public realm improvements and offering opportunities for investment in employment through the provision of workspace, thereby creating opportunities to reduce deprivation. - The AGR includes areas of open space, some of which may be lost to development due to the requirement for future highway reconfiguration. However, the AGR is close to a large area of green space (Greville Smyth Park), which has potential to maintain/improve positive well-being and healthy lifestyles (SA Objective 6, DMC13). The requirements of the policy to retain and enhance public open spaces and public realm enhancements and to provide new services and community facilities is likely to support the incorporation of features that support health and wellbeing in the area. However, as the area is within an existing AQMA, it is considered that future occupants / users of development within the AGR are likely to be subject to relatively poor air quality, which is not conducive to good public health; and would therefore require appropriate mitigation (including monitoring of the Clean Air Zone). Overall, a negative, unknown effect is expected in relation to SA Objective 6. - While there are no educational facilities within the AGR boundary, it is within walking distance of several educational establishments (including Ashton Gate Primary School and Ashton Park Secondary School). The policy could therefore generate positive effects for SA Objective 7 (DMC16) as there is access to existing establishments; new walking and cycling routes should consider safe accessibility to local schools however these are unknown dependent on specific new services that are provided. - This policy is considered to produce positive effects for SA Objective 8 where development is required to provide a mix of workspace (DMC17). The sector type of employment / business use is not specified within policy text, and therefore effects of this policy text are uncertain for DMC18; however, provision of high-quality workspaces could support: creative, cultural and digital industries; and financial, business and legal ‘tech’ services as defined within the Local Industrial Strategy and ELSNA (2021). As the AGR is located in an area with a moderate-low proportion of resident unemployment, it is also considered that this policy could generate some positive effects for DMC19. It is uncertain the extent to which Policy DS4 would support delivery of carbon neutral employment space, although the site itself is relatively accessible by sustainable transport modes (such as Metrobus) and this could serve to encourage a shift from unsustainable modes of travel to places of employment (DMC21). - A significant proportion of the site is located within the City Docks Conservation Area; and there are several listed buildings and locally listed buildings within the AGR site boundary. These include the Underfall Yard Scheduled Monument, Grade II* Listed Brunel’s South Entrance Lock and Swing Bridge, the Grade II Listed Cumberland Basin and Quay Walls, the Grade II listed A, B and C Bond Warehouses and Grade II Listed Avon Crescent properties. Alongside the Bower Ashton Conservation Area and Clifton Conservation Area, land within the AGR area plays a key role in enabling important views to and from the Avon Gorge and Clifton Suspension Bridge. The policy text requires development proposals to respond to the area’s important heritage assets and townscape features, including key views and landmarks within the City Docks Conservation Area. However, given the scale of development that is expected to occur within the AGR, there is potential for a cumulative effect on the significance of the designated heritage asset of the Conservation Area, Listed Buildings and Scheduled Monument (DMC24) as multiple sites are developed. The requirement of the policy for development to be delivered to accord with a masterplan which will coordinate the approach to development across the area and the relationship with surrounding locations is likely to help mitigate the potential for adverse impacts. However, given the high number of heritage assets in the area and surroundings, a significant negative effect is expected for the policy in relation to SA Objective 10. This is partly unknown given the potential for mitigation to be achieved through the sensitive design of schemes that may come forward. - The AGR contains a large area of the River Frome SNCI and the Avon New Cut Local Nature Reserve (as it overlaps with the river), and it is directly adjacent to the Avon Gorge Special Area of Conservation. It also contains land that forms part of the water strategic network and the woodland strategic network within the West of England Nature Partnership Nature Recovery Network. Furthermore, the AGR falls within a SSSI risk impact zone that requires larger development proposals, such as residential developments of 50 units or more (outside of settlements) or 100 units or more (at any location) or any larger non-residential developments (outside of settlements), to be consulted upon with the statutory nature conservation bodies. While the policy requires the incorporation of green infrastructure at new developments in the area, there is limited reference within the policy to conserving and enhancing the natural environment beyond this, and therefore there is the potential for development to impact the identified ecological assets and a significant negative effect is recorded for SA Objective 11 (DMC25). The delivery, scale and location of any net gain in biodiversity remains subject to any future development proposal and therefore remains uncertain until this stage, although would be required under Policy BG3 (DMC26). - The policy references the requirement for development to include GI, public realm and high quality public open space improvements and therefore positive effects are expected for SA Objective 12 (DMC27). However, the scale of development and need for reconfiguring the road network in the AGR may result in some areas of open space being lost to development. The policy requires that high quality public open spaces are retained which is likely to help mitigate these effects and therefore the positive effect recorded for this SA Objective is partly unknown. The effects of any improvements as part of new development, and their integration with the existing GI network, remains contingent upon detailed design. - The AGR surrounds the Cumberland Basin road system, which requires reconfiguration and investment within the Plan Period. The policy text requires new walking and cycling routes to connect the development to the city centre, surrounding neighbourhoods, public transport facilities and the wider cycle network. The area currently has mixed levels of accessibility but benefits from the Metrobus investment. It is considered that the policy could have a positive effect on the ability to improve access to and the quality of sustainable transport modes (SA Objective 13, DMC28) as well as the highway network (SA Objective 14, DMC31). It remains unclear at this stage how reconfiguration of the roads might impact modal shift or effect the existing highway network. - Flood risk within the AGR is considered to be very high, with significant areas located within Flood Risk Zones 2 and 3. While the exact location of new development within the AGR boundary is unknown, the potential for negative effects of development to be impacted by flood risk or create risks elsewhere is considered to be high. A significant negative effect is therefore recorded for SA Objective 15. The requirement for a Flood Risk Assessment or Sequential Test (as appropriate) could serve to mitigate flood risk issues and ensure that development accounts for future climate change scenarios. The policy also requires that flood defences and flood mitigation measures are provided within the area in accordance with the Bristol Avon Flood Strategy. The use of SUDS as set out by flood risk Policy FR1 could help provide appropriate mitigation for any adverse surface water flood risk at the site. - Whilst the area is not adjacent to groundwater protection zones, it is adjacent to the River Avon, which presently has a chemical status of ‘fail’. The development of land adjacent to this waterbody could contribute to continued poor water quality, however, construction management plans should help prevent detrimental impacts as new development occurs. The extent to which this policy would deliver a high standard of sustainable design and construction through minimising resource use, energy efficiency and waste production is unknown (SA Objective 16, DMC35 and DMC36). This remains dependent upon the nature of detailed design proposals and compliance with other Local Plan policies in relation to climate change and sustainability. - As set out above, the AGR is located within an existing AQMA and as such it is considered that this may cause undue exposure of new development and its future occupants to high levels of existing pollutants and therefore a negative effect is recorded on SA Objective 17 (DMC38). The AGR also lies within the Bristol Clean Air Zone which is likely to help limit the use of more polluting vehicles in this location. The effects of development are partly unknown and remain dependent upon the proposed land uses, alongside the availability and usage of sustainable and/or active travel modes for new development/regeneration to limit the impact of vehicular emissions, alongside any proposed mitigation delivered under Policy HW2. - The AGR is within the Bristol Heat Network identified by the Bristol City Leap and therefore it is considered that there could therefore be opportunities for the use of low carbon and decentralised energy sources. A positive, unknown effect is therefore expected for SA Objective 18 (DMC40).
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Policy DS5 Frome Gateway

The Frome Gateway Area of Growth and Regeneration (AGR) is located within the City Centre. It represents the first point of arrival for many visitors into Bristol City Centre. Key baseline and sustainability issues associated with the AGR are defined as follows:

- The AGR is located within one of the city's highest areas of deprivation (based on 2019 IMD data) and contains a high proportion of working-age population who are involuntarily unemployed;
- The entirety of the AGR is located within an AQMA and therefore concentrations of NO₂ and particulate matter (PM₁₀) exceed or potentially exceed national targets;
- There are two open spaces within the boundary: Riverside Park (proposed to be designated as Local Green Space within the Local Plan) and Peel Street (proposed to be designated as Reserved Open Space within the Local Plan) is within the AGR boundary;
- There are no listed buildings within the AGR, however there are a number of locally-listed buildings and the southern boundary of the AGR is adjacent to the Old Market Conservation Area;
- There are no statutory ecological designations within the AGR, however, land falls within a SSSI Impact Zone;
- Land within the AGR boundary is currently designated as Principal Industrial and Warehousing Land and the south west of the area falls within the Old Market Neighbourhood Development Plan Area;
- The AGR is within the Bristol Heat Network, which therefore offers opportunities for the use of low carbon energy networks/decentralised energy sources within new development;
- Flood risk within the AGR is high, with areas of the AGR being located within Flood Risk Zones 2, 3a and 3b and small areas subject to high and medium surface water flood risk; and
- The AGR is adjacent to the River Frome, which presently has a chemical status of 'fail'.

Policy DS5 sets out principles related to the regeneration and development of the Frome Gateway AGR.

This policy has been subject to a number of minor updates since the Draft Local Plan March 2019 Consultation version, and no revisions to the spatial coverage of the policy. An overview of the policy as included in the Bristol Local Plan Pre-Submission Publication Version (November 2023) is provided as follows.

Policy DS5 includes the following requirements:

- Residential development with a mix of types, sizes and tenures;;
- Provision of workspace, including affordable workspace for a range of business uses, as part of the development mix in the area. Logistics provision is to be made adjacent to M32 Junction 3;
- Up to 500 student bedspaces in addition to the new homes, compliant with Policy H7;
- Retail and leisure development, to meet local needs;
- New and improved walking and cycling routes to connect to the development to the surrounding neighbourhoods, public transport facilities and the wider cycle network; and

- Green infrastructure and public realm enhancements; and
- New open space to be provided in accordance with local plan policy.

In addition, development will be expected to:

- Be delivered to accord with a regeneration framework to coordinate the approach to development across the area and the relationship with surrounding locations;
- Make efficient use of land; and demonstrate that opportunities have been sought to progress more comprehensive or co-ordinated forms of development with other sites in the locality;
- Provide strengthened pedestrian and cycle links between St. Paul's, St. Jude's, Easton and the city centre;
- Contribute to a mix of uses;
- Support the enhancement of Newfoundland Way as a mixed-use city street providing an improved approach to Bristol City Centre for all road users, including the provision of footways and tree planting;
- Provide new crossings over Newfoundland Way and the River Frome consistent with policy relating to The St. Paul's Green Link;
- Support the enhanced bridge crossing over Newfoundland Way, together with improvements in the east-west walking route through Riverside Park and Peel Street Green Space, natural surveillance being provided through frontage development wherever possible;
- Enhance connections between the underpass at Junction 3 and the Frome Gateway area;
- Enhance the River Frome as a townscape feature, pedestrian route and green infrastructure corridor providing benefits for wildlife and sustainable drainage, including a network of accessible pedestrian walkways along the River Frome consistent with Retained Policy BCAP32 'Quayside walkways';
- Be supported by transport improvements which will include public transport enhancements, enhanced connectivity with surrounding areas, cycle provision, pedestrian route improvements and local highway improvements;
- Include an approach to parking provision that reflects the area's central location and connectivity;
- Contribute to an appropriate mix of housing types; and
- Be supported by a flood risk sequential test undertaken within the policy area, taking account of all reasonably available sites in the area. The development of sites that are at risk of flooding or are larger than one hectare in size should be supported by a Flood Risk Assessment.

The policy includes an estimated capacity for new homes of 'around 1000' in addition to purpose built student accommodation. It also includes details on the appropriate mix of homes as follows:

- For new affordable homes, 30% 3-bedroom homes and 10% 4-bedroom homes;
- For all other new homes, 25% homes with 3 or more bedrooms.
- Accessible and adaptable homes should be provided in line with Policy H9.

Policy DS5: Frome Gateway

SEA Theme	SA Framework Objective	D-M Criteria	Policy DS5						Suggested Appropriate Mitigation (AM) / Policy Cross-reference (CR) / opportunity to maximise benefit (MB)	
			Significance of Effect (0/+/-/?)			Direct (D) or Indirect (I)	Temporary (T) or Permanent (P)	Spatial Scale of Effect		Receptors (R) and/or affected groups (AGs)
			Short	Med	Long					
Population, Housing and Communities	1.To ensure an adequate and diverse supply of housing that is affordable to everyone	DMC1 DMC2 DMC3 DMC4	++/?	++/?	++/?	D	P	Local and City-wide.	R: Local housing market, Bristol’s population; AG: Bristol’s population.	AM: Make reference to the explicit number of units to be delivered within the AGR. CR: Policy H5: Self build and community-led housing.
	2. Promote the conservation and wise use of land, maximising the reuse of previously developed land	DMC5 DMC6 DMC7	+/?	+/?	+/?	D	P	Local	As above, plus: R: Brownfield sites and previously developed sites; AG: Local businesses.	AM: Establish level of greenfield land to be maintained within the AGR (including future form of Peel Street). MB: Publish BCC Spatial Framework for Frome Gateway AGR, to ensure that development creates a comprehensive or coordinated approach consistent with delivering high quality place-making.
	3. Ensure easy and affordable access to key services	DMC8	+/?	+/?	+/?	D	Both	Local	R: Bristol’s local economy; Bristol’s population; AG: Local businesses.	n/a
	4. Increase participation in cultural and community activities	DMC9	+/?	+/?	+/?	I	Both	Local	AG: Bristol’s population.	n/a
Health and Inequalities	5. To reduce poverty and income inequality and improve the quality of life for those living in areas of concentrated disadvantage	DMC10 DMC11	++/?	++/?	++/?	I	Both	Local and City-wide.	R: Built environment; AG: Bristol’s population.	n/a
	6. To reduce health inequalities and promote healthy lifestyles across the city	DMC12 DMC13 DMC14	-/?	-/?	-/?	Both	Both	Local and City-wide	R: Public health. AG: Bristol’s population.	n/a – mitigation addressed by other Local Plan policies.
	7. Ensure access to education and learning for all sections of society	DMC15 DMC16	+/?	+/?	+/?	Both	Both	Local and City-wide	R: Bristol’s population AG: All groups	MB: Ensure physical access to, and catchment access to, existing educational proposals from adjacent neighbourhoods outside the AGR, to increase participation rates in education and skills development
Economy and Employment	8. To support the economy and ensure that there are suitable opportunities for employment	DMC17 DMC18 DMC19 DMC20 DMC21	+/?	+/?	+/?	Both	Both	Local and City-wide.	R: Bristol’s local economy; AG: Local businesses, Bristol’s population.	AM: Ensure the delivery of a range of business uses by explicitly setting out the floorspace ratio for each B or E use class on a site basis. AM: Require proposals for any redevelopment of business use sites to ensure defined quantum of workspace within mixed use developments, to safeguard a range and balance of workspace.
	9. Ensure access to a range of shopping facilities for all sections of society	DMC22 DMC23	+/?	+/?	+/?	I	Both	Local.	R: Bristol’s local economy; Bristol’s population AG: Local businesses	n/a
Townscape and Landscape	10. To ensure the protection and enhancement of the historic environment and its setting	DMC24	0	0	0	I	P	Local and City-wide	R: Cultural heritage; built environment; AG: Bristol’s population.	n/a
	11. To ensure the protection and enhancement of biological and geological assets and improve the quality of wildlife habitats	DMC25 DMC26	?	?	?	I	P	Local; City-wide; Trans-boundary	R: Local wildlife and biodiversity; natural environment; AG: Bristol’s population; wildlife.	n/a
	12. To ensure the protection and enhancement of green and blue infrastructure and ensure access to a variety of open space and recreation	DMC27	+/?	+/?	+/?	D	P	Local and City-wide.	As above.	n/a
Transport and Movement	13. To encourage a demonstrable modal shift and reduce the need to travel	DMC28 DMC29	+/?	+/?	+/?	I	Both	Local; City-wide Trans-boundary.	R: Public health; AG: Bristol’s population.	n/a
	14. To maintain and improve the existing highway network	DMC30 DMC31	+/?	+/?	+/?	D	P	Local; City-wide Trans-boundary.	R: Bristol’s highway network; public health; Bristol’s population.	n/a
Climate, Energy and Waste	15. To reduce the risk of flooding from all sources	DMC32 DMC33	--/?	--/?	--/?	Both	Both	Local; City-wide Trans-boundary.	R: Natural environment (water); AG: Bristol’s population; local wildlife.	AM: Make reference to the Bristol Avon Flood Strategy and implications of this on the River Frome; and require appropriate reference to climate change allowances within sequential test and flood risk assessments.
	16. Sustainably manage natural resources, including water demand and quality and reducing waste being landfilled	DMC34 DMC35 DMC36 DMC37	?	?	?	D	Both	Local; City-wide; Trans-boundary.	R: Natural environment (water and land); AG: Bristol’s population; local wildlife.	n/a
	17. Minimise air and noise pollution	DMC38	-/?	-/?	-/?	I	Both	Local; City-wide; Trans-boundary.	R: Localised air quality; biodiversity; public health; built environment; AG: Bristol’s population; local wildlife.	n/a – mitigation addressed by other Local Plan policies.
	18. To maximise the potential for energy efficiency, reduce greenhouse gas emissions and ensure that the built and natural environment and its communities can withstand the effects of climate change	DMC39 DMC40 DMC41 DMC42	+/?	+/?	+/?	D	Both	Local; City-wide; Trans-boundary.	R: Natural environment (water); AG: Bristol’s population; local wildlife.	n/a

Evaluation of Effects	Scale of effects: The scale of effects of this policy would be predominantly attributable to the AGR. However, this policy could have effects upon adjacent land and key receptors without appropriate mitigation (including existing community facilities, and receptors vulnerable to flood risk and poor air quality). Through development of this AGR, there would also likely be cumulative impacts on the wider Bristol City Centre area, including for the delivery of affordable housing, and employment opportunities, the local transport network, heat network and localised energy demands, amongst other key sustainability issues. Social, economic and environmental effects: - Policy DS5 could have significant positive effects for housing delivery, although the expected level of delivery is not provided within the policy and the potential site capacity (1,000 homes) is only set out in the supporting text and therefore the effect is partly unknown (SA Objective 1, DMC1). It is expected that Policy AH1 will ensure that an appropriate level of affordable homes is provided across Bristol, including within the Frome Gateway (DMC2). The policy text references the delivery of an appropriate mix of housing types and purpose-built student accommodation and could therefore produce positive effects for DMC3. Cross-reference could be made to proposed policies for community-led housing (i.e. Policy H5), and sites may be identified where there is sufficient evidence to do so (DMC4). Whilst it is acknowledged within the policy that development within this AGR is to include a mix of types, sizes and tenures, overall effects for this criterion are unknown. - Place principles set out by the policy text include the requirement for development to make efficient use of land. With proposals also required to be developed to accord with the Frome Gateway regeneration framework in a co-ordinated manner, it is considered that this policy could provide positive, yet unknown, effects for SA Objective 2 (DMC5). Given the predominantly urban and brownfield nature of the AGR, it is considered that its development and regeneration could produce positive effects for both DMC5 and DMC7, subject to Peel Street and Riverside Park open spaces being retained. As the AGR is within the Inner Urban Area, Policy UL2 requires that proposals for residential development reflect 120dph as a minimum, which could generate positive effects for DMC6. Effects of this policy text against SA Objective 2 are positive but partly unknown, given that there is potential for a range of effects related to intensification that are unlikely to be known until site-specific proposals come forward. - There is almost no provision of services within the boundary itself, however the AGR is within the wider City Centre boundary, and is within 800m walk of Stapleton District Centre, Mina Road, Picton Street, St Marks Road, Lawrence Hill and Ashley Road Local Centres (SA Objective 3, DMC8 and SA Objective 9, DMC23). Centres to the north of Newfoundland Road (A4032) are severed by the road infrastructure, however, this is likely to be mitigated in some form by the enhanced pedestrian and cycling links with adjacent neighbourhoods. In addition, the policy text requires the development of retail and leisure development consistent with Policy SSE4, as well as the incorporation of services and community facilities to support the new development which is likely to benefit new residents and those in the surrounding areas. Overall, a positive effect is expected for SA Objective 3 (DMC8) and SA Objective 9 (DMC23) although this is partly unknown dependent upon the specific new services that are provided as part of new development within the area. - The AGR currently contains the Riverside Youth Project Centre and a number of other community and cultural uses within the area. The policy requires provision of community facilities to the new development, alongside having regard to policies within the Old Market Neighbourhood Plan. Therefore, the effect against SA Objective 4 is expected to be positive but is partly uncertain. - It is considered that this policy has the potential to produce positive effects for SA Objective 5 (DMC10 and DMC11), as the AGR is located within an area of high deprivation (based upon 2019 IMD Data). Development and regeneration of this AGR has the potential to transform the built environment through improved sustainable transport linkages, public realm improvements and offering opportunities for investment in local employment through the provision of workspace. Effects are partly unknown and remain dependent upon site specific proposals. - The AGR includes areas of open space. This includes Riverside Park (proposed to be protected as Local Green Space within the Local Plan) and Peel Street (which is protected as a Reserved Open Space) and the good access new residents would have to these areas has potential to maintain/improve positive well-being and healthy lifestyles (SA Objective 6, DMC13). The requirements of the policy to provide new open and new services and community facilities is likely to support the incorporation of features that support health and wellbeing in the area. However, the area is within an existing AQMA; therefore future occupants/users of development are likely to be subject to relatively poor air quality which would therefore require appropriate mitigation (i.e. monitoring implementation of the Clean Air Zone). Overall, a negative, unknown effect is expected in relation to SA Objective 6. - While there are no educational facilities within the AGR boundary, it is within walking distance of several educational establishments such as St Nicholas of Tolentine Catholic Primary School (south of Pennywell Road) and secondary schools in St Agnes, Lawrence Hill and Gloucester Road. Provision is beyond existing A-roads and therefore ensuring delivery of physical accessibility, through connections across Newfoundland Way or school travel plans, will be essential. This policy could generate positive effects for Objective 7 (DMC16), subject to achieving this connectivity. - Policy DS5 is considered to produce positive effects for SA Objective 8 where development is required to provide high quality workspace (DMC17). The policy states that logistics provision is to be provided adjacent to M32 Junction, although the sector type of employment/business use is not specified for the remainder of the area within policy text, and therefore effects of this policy text are uncertain for DMC18. However, provision of high-quality workspaces could support creative, cultural and digital industries; and financial, business and legal ‘tech’ services as defined within the Local Industrial Strategy and ELSNA (2021). As the AGR is located in an area with a high proportion of working-age population who are involuntarily unemployed, it is also considered that this policy could generate positive effects for DMC19. It is uncertain the extent to which this policy would support delivery of carbon neutral employment space, although the site itself is accessible by sustainable transport modes and this could serve to encourage a shift from unsustainable modes of travel to places of employment (DMC21). - The River Frome runs through the centre of the AGR. Although this waterbody does not carry the statutory ecological designations of the River Avon it forms part of the wider water strategic network in the West of England Nature Partnership Nature Recovery Network and there is the potential for unknown effects of development in the absence of appropriate and proportionate ecological mitigation (SA Objective 11, DMC25). The policy requires that the river is enhanced as a townscape feature and green infrastructure corridor providing benefits for wildlife. The delivery, scale and location of any net gain in biodiversity remains subject to any future development proposal and therefore remains uncertain until this stage (DMC26). - As the policy references the requirement for development to include GI and public realm improvements, it is considered that it could therefore generate positive effects for SA Objective 12 (DMC27). However, effects are partly uncertain as the nature of such improvements, and their integration with the existing GI network, remains contingent upon detailed design. - Flood risk within the AGR is considered to be high, with significant areas located within Flood Risk Zones 2 and 3. While the exact location of new development within the AGR boundary is unknown, the potential for negative effects of development to be impacted by flood risk or create risks elsewhere is considered to be high. Therefore, a significant negative effect is expected in relation to SA Objective 15. The requirement for a Flood Risk Assessment or Sequential Test (as appropriate) could serve to mitigate flood risk issues and ensure that development accounts for future climate change scenarios. The use of SUDS as set out by retained flood risk Policy FR1 could help provide appropriate mitigation for any adverse surface water flood risk at the site. - The AGR lies within the wider City Centre boundary, and is located between the Newfoundland Way, which is a gateway into the city centre, and Lawford Gate, which benefits from frequent bus services into the city (24, 48A and 49). Whilst the majority of the AGR therefore benefits from relatively high levels of accessibility, Pennywell Road itself does not have any direct public transport access which results in poorer accessibility to the north of the area. To encourage a mode shift and reduce the need to travel, the policy text does require development to provide a range of workspaces alongside residential uses and supporting services and facilities. New walking and cycling routes are also required to connect to the city centre and further provisions include an enhanced bridge crossing over the Newfoundland Way, enhanced connections between the underpass at Junction 3 and Pennywell Road, and enhancement of the River Frome as a townscape feature and accessible pedestrian walkway. Overall, it is considered that the policy could have a positive effect on the ability to improve access to and quality of sustainable transport modes (SA Objective 13, DMC28) and support the existing highway network (SA Objective 14, DMC31), however transport modelling of proposals should take place. - Whilst it is not adjacent to any groundwater protection zones, the AGR is adjacent to the River Frome, which presently has a chemical status of ‘fail’. The development of land adjacent to this waterbody could contribute to continued poor water quality, however, construction management plans should help prevent detrimental impacts as new development occurs. Moreover, the extent to which Policy DS5 would deliver a high standard of sustainable design and construction through minimising resource use, energy efficiency and waste production is unknown (SA Objective 16, DMC35 and DMC36); this remains dependent upon the nature of detailed design proposals and compliance with other draft Local Plan policies in relation to climate change and sustainability. - As set out above, the AGR is located within an existing AQMA and as such it is considered that this may cause undue exposure of new development and its future occupants to high levels of existing pollutants and therefore a negative effect is recorded on SA Objective 17 (DMC38). The AGR also lies within the Bristol Clean Air Zone which is likely to help limit the use of more polluting vehicles in this location. However, the effects of development are partly unknown, and remain dependent upon the proposed land use, alongside the availability and usage of sustainable and/or active travel modes for new development/regeneration to limit the impact of vehicular emissions, alongside any proposed mitigation delivered under Policy HW2. Reference should be had to ‘agent of change’ principles and existing noise-generating uses (such as cultural venues). - The AGR is within the Bristol Heat Network identified by the Bristol City Leap and therefore it is considered that there could therefore be opportunities for the use of low carbon and decentralised energy sources. A positive, unknown effect is therefore expected for SA Objective 18 (DMC40).
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Policy DS6 Lawrence Hill

The Lawrence Hill Area of Growth and Regeneration (AGR) is located within East Bristol. The supporting text of Policy DS6 sets out that the estimated capacity of the Lawrence Hill regeneration area is around 1,500 homes with potential for additional homes if the roundabout at this location is reconfigured. Key baseline and sustainability issues associated with the AGR are defined as follows:

- The AGR is located within one of the city's highest areas of deprivation (based on 2019-IMD data) and contains a high proportion of working-age population who are involuntarily unemployed;
- The entirety of the AGR is located within an AQMA and therefore concentrations of NO₂ and particulate matter (PM₁₀) exceed or potentially exceed national targets;
- There are several small public open spaces within the AGR boundary, many of which are proposed to be retained as Reserved Open Space (including the Bristol and Bath Railway Path, the Brixton Road Amenity Area, and Land adjacent to the railway line) or Local Green Space (such as Bannerman Road Park and Gaunts Ham Park);
- The AGR partially overlaps with an SNCI (Easton-Staple Hill Disused Railway);
- Land within the AGR boundary is currently designated as Principal Industrial and Warehousing Area;
- The Old Market Conservation Area is located on the western boundary of the AGR, however is not overlapping with the AGR itself;
- The AGR is partially within the area covered by the Bristol Heat Network as identified by the Bristol City Leap, which therefore offers some opportunities for the use of low carbon energy networks/decentralised energy sources within new development; and
- Flood risk within the AGR is low, with the majority of the AGR being located within Flood Risk Zone 1 and with small areas subject to high and medium surface water flood risk.

Policy DS6 sets out principles related to the regeneration and development of the Lawrence Hill AGR. This policy has been subject to a number of minor updates since the Draft Local Plan March 2019 Consultation version, however the spatial coverage of the policy has not changed. An overview of the policy as included in the Bristol Local Plan Pre-Submission Publication Version (November 2023) is provided as follows.

Policy DS6 includes the following requirements:

- New homes (with an estimated capacity of 1,500 homes provided in the supporting text) with a mix of types, sizes and tenures;
- Provision of high-quality workspace, providing for a range of business uses, as part of the development mix in the area;
- Retail and leisure development consistent with Policy SSE4;
- Infrastructure, services and community facilities required to support the new development;
- New and improved walking and cycling routes to connect to the development to the surrounding neighbourhoods, public transport facilities and the wider cycle network;
- Public transport improvements, including to Lawrence Hill and Stapleton Road and improved facilities at Lawrence Hill Railway Station;

- Green infrastructure and public realm enhancements; and
- New open space to be provided in accordance with Policy GI A.

In addition, development will be expected to:

- Accord with a regeneration framework to coordinate the approach to development across the area and the relationship with surrounding locations;
- Make efficient use of land; and demonstrate that opportunities have been sought to progress more comprehensive or co-ordinated forms of development with other sites in the locality;
- Be of a scale and design appropriate to Lawrence Hill's location close to the City Centre. As part of this, tall buildings in the right setting and of the right design may be appropriate as part of the overall approach to development (Policy DC2);
- Where proposed between Croydon Street and Lawrence Hill Station, development should create a connected and well-designed community, incorporating new pedestrian and cycle links between Lawrence Hill, the Bristol & Bath Railway Path and Easton Road;
- Provide for other new and/or improved pedestrian and cycle links: across the A4320, particularly at Lawrence Hill and Easton Road; and to and from the Bristol and Bath Railway Path, including links to the Dings Cycle Path;
- Provide active ground floor uses focused on Lawrence Hill and Church Road;
- Be supported by transport improvements which will include public transport enhancements enhanced connectivity with surrounding areas, cycle provision, pedestrian route improvements and local highway improvements;
- Provide for an appropriate form and amount of new workspace as part of the mix of uses in the area, where sites currently or recently used for business purposes are proposed to be redeveloped for other uses; and
- Contribute to an appropriate mix of housing types.

In addition, the policy states that should the opportunity arise to reconfigure Lawrence Hill Roundabout within the plan period, new development will be sought to a layout and mix of uses that reconnects the communities of Easton, Lawrence Hill, Newtown and Old Market and provides onward links to Bristol City Centre.

Policy DS6: Lawrence Hill

SEA Theme	SA Framework Objective	D-M Criteria	Policy DS6					Suggested Appropriate Mitigation (AM) / Policy Cross-reference (CR) / opportunity to maximise benefit (MB)		
			Significance of Effect (0/+/- / ?)			Direct (D) or Indirect (I)	Temporary (T) or Permanent (P)		Spatial Scale of Effect	Receptors (R) and/or affected groups (AGs)
			Short	Med	Long					
Population, Housing and Communities	1.To ensure an adequate and diverse supply of housing that is affordable to everyone	DMC1 DMC2 DMC3 DMC4	++/?	++/?	++/?	D	p	Local and City-wide	R: Local housing market, Bristol’s population; AG: Bristol’s population.	CR: Policy H5: Self build and community-led housing.
	2. Promote the conservation and wise use of land, maximising the reuse of previously developed land	DMC5 DMC6 DMC7	+/?	+/?	+/?	D	p	Local	As above, plus: R: Brownfield sites and previously developed sites; AG: Local businesses.	MB: Publish Regeneration Framework for Lawrence Hill AGR, to ensure that development creates a comprehensive or coordinated approach consistent with delivering high quality place-making.
	3. Ensure easy and affordable access to key services	DMC8	+/?	+/?	+/?	D	Both	Local	R: Bristol’s local economy; Bristol’s population; AG: Local businesses.	n/a
	4. Increase participation in cultural and community activities	DMC9	+/?	+/?	+/?	I	Both	Local	AG: Bristol’s population.	n/a
Health and Inequalities	5. To reduce poverty and income inequality and improve the quality of life for those living in areas of concentrated disadvantage	DMC10 DMC11	++/?	++/?	++/?	I	Both	Local and City-wide.	R: Built environment; AG: Bristol’s population.	n/a
	6. To reduce health inequalities and promote healthy lifestyles across the city	DMC12 DMC13 DMC14	-/?	-/?	-/?	Both	Both	Local and City-wide	R: Public health; AG: Bristol’s population.	n/a – mitigation addressed by other Local Plan policies.
	7. Ensure access to education and learning for all sections of society	DMC15 DMC16	+/?	+/?	+/?	Both	Both	Local and City-wide	R: Bristol’s population; AG: All groups.	MB: Ensure physical access to, and catchment access to, educational establishments outside the AGR, to increase participation rates in education and skills development.
Economy and Employment	8. To support the economy and ensure that there are suitable opportunities for employment	DMC17 DMC18 DMC19 DMC20 DMC21	+/?	+/?	+/?	Both	Both	Local and City-wide.	R: Bristol’s local economy, AG: Local businesses, Bristol’s population.	AM: Ensure the delivery of a range of business uses by explicitly setting out the floorspace ratio for each B or E use class on a site basis. AM: Require proposals for any redevelopment of business use sites to ensure defined quantum of workspace within mixed use development uses, to safeguard a range and balance of workspace.
	9. Ensure access to a range of shopping facilities for all sections of society	DMC22 DMC23	+/?	+/?	+/?	I	Both	Local and City-wide.	R: Bristol’s local economy; Bristol’s population; AG: Local businesses.	n/a
Townscape and Landscape	10. To ensure the protection and enhancement of the historic environment and its setting	DMC24	0/?	0/?	0/?	I	P	Local.	R: Cultural heritage; built environment; AG: Bristol’s population.	n/a – mitigation addressed by other Local Plan policies.
	11. To ensure the protection and enhancement of biological and geological assets and improve the quality of wildlife habitats	DMC25 DMC26	-/?	-/?	-/?	I	P	Local and City-wide;	R: Local wildlife and biodiversity; natural environment; AG: Bristol’s population; wildlife.	n/a – mitigation addressed by other Local Plan policies.
	12. To ensure the protection and enhancement of green and blue infrastructure and ensure access to a variety of open space and recreation	DMC27	+/?	+/?	+/?	D	P	Local; City-wide;	As above.	n/a
Transport and Movement	13. To encourage a demonstrable modal shift and reduce the need to travel	DMC28 DMC29	+/?	+/?	+/?	I	Both	Local and City-wide.	R: Public health; AG: Bristol’s population and transport providers.	n/a
	14. To maintain and improve the existing highway network	DMC30 DMC31	+/?	+/?	+/?	D	P	Local and City-wide.	R: Bristol’s highway network; public health; AG: Bristol’s population.	n/a
Climate, Energy and Waste	15. To reduce the risk of flooding from all sources	DMC32 DMC33	0/?	0/?	0/?	Both	Both	Local.	R: Natural environment (water); AG: Bristol’s population; local wildlife.	n/a
	16. Sustainably manage natural resources, including water demand and quality and reducing waste being landfilled	DMC34 DMC35 DMC36 DMC37	?	?	?	D	Both	Local; City-wide; Trans-boundary.	R: Natural environment (water and land); AG: Bristol’s population; local wildlife.	n/a
	17. Minimise air and noise pollution	DMC38	-/?	-/?	-/?	I	Both	Local; City-wide; Trans-boundary.	R: Localised air quality; biodiversity; public health; built environment; AG: Bristol’s population; local wildlife.	n/a – mitigation addressed by other Local Plan policies.
	18. To maximise the potential for energy efficiency, reduce greenhouse gas emissions and ensure that the built and natural environment and its communities can withstand the effects of climate change	DMC39 DMC40 DMC41 DMC42	+/?	+/?	+/?	D	Both	Local; City-wide; Trans-boundary.	R: Natural environment (water); AG: Bristol’s population; local wildlife.	n/a
Evaluation of Effects	Scale of effects: The scale of effects of this policy would be predominantly attributable to the AGR. However, the policy would likely have effects upon adjacent land and key receptors, such as the SNCI. Through development of this AGR, there would also likely be cumulative impacts on the wider East Bristol area, including for the delivery of affordable housing, and employment opportunities, the local transport network, heat network and localised energy demands, and waste management, amongst other key sustainability issues. Social, economic and environmental effects:									

	- Policy DS6 could have significant positive effects for housing delivery (SA Objective 1, DMC1). However, the required number of homes for the area is not confirmed in the policy text, although an estimated capacity of 1,500 homes is set out only in the supporting text. It is expected that Policy AH1 will ensure that an appropriate level of affordable homes is provided across Bristol, including within Lawrence Hill (DMC2). The policy states that housing development in the area is to include a mix of types, sizes and tenures which is likely to support access to appropriate forms of housing for many groups in the community. Cross-reference could be made to proposed policies for community-led housing (i.e. Policy H5), and sites may be identified where there is sufficient evidence to do so (DMC4). Whilst it is acknowledged within the policy that development within this AGR is to include a mix of types, sizes and tenures, overall effects for this criterion are unknown. - Place principles set out by the policy text include the requirement for development to make efficient use of land. Furthermore, development should accord with a regeneration framework to coordinate the approach to development across the area and the relationship with surrounding locations. With proposals required to be developed in a comprehensive/co-ordinated manner, it is considered that this policy could provide positive, yet unknown, effects for SA Objective 2 (DMC5). Although the area contains some greenfield and areas of open space, the predominantly urban and brownfield nature of the AGR means that its development and regeneration could produce positive effects for both DMC5 and DMC7. Located within the Inner Urban Area, Policy UL2 requires that proposals for residential development reflect 120dph as a minimum, which could generate positive effects for DMC6. Effects of this policy text against SA Objective 2 are overall unknown, given that there is potential for a range of effects related to intensification that are unlikely to be known until site-specific proposals come forward. - There is some provision of services within the boundary itself, including a Community Centre (Phoenix Social Centre), Post Office and Cashmore Early Years Centre, alongside the Lawrence Hill Local Centre. The supporting text of the policy states that development in the area is to be consistent with plan policies relating to centres, shopping and the evening economy which is likely to support the viability of this location. The AGR is also within 800m walk of St George (Church Road) Town Centre, the Stapleton Road District Centre and the Mina Road, St Marks Road and Ashley Road / Grosvenor Road Local Centres (SA Objective 3, DMC8 and Objective 9, DMC23). Access to these services is somewhat severed by location along a busy A-road and location of the larger industrial area in the centre of the AGR. Redevelopment of the area for mixed uses and provision of new cycling and walking may increase accessibility. In addition, the policy requires the development of retail and leisure development consistent with Policy SSE4, and active ground floor uses focused on Lawrence Hill and Church Road. Effects are therefore positive for SA Objective 3 and SA Objective 9 but are partially unknown dependent upon any new uses and infrastructure provided as part of the new development. - The AGR currently contains the Phoenix Social Centre and is directly adjacent to a number of other facilities (such as the Easton Community Children’s Centre). The policy also requires provision of community facilities to support residential development, which is likely to support good access for new and existing residents in the area and surroundings. Therefore, the effects against SA Objective 4 are likely to be positive, but unknown. - The policy has the potential to produce significant positive effects for SA Objective 5 (DMC10 and DMC11), as the AGR is located within an area of high deprivation (based upon 2019 IMD Data). Development of this AGR has the potential to transform the built environment through improved sustainable transport linkages, public realm improvements and offering opportunities for investment in local employment through the provision of workspace. Effects are also partly unknown and remain dependent upon site specific proposals. - Whilst the AGR does contain a number of small proposed Local Green Spaces and Reserved Open Spaces, which have potential to maintain/improve positive well-being and healthy lifestyles (SA Objective 6, DMC13), there are other open spaces which are not covered by these designations and may be lost to development. As the whole area is within an existing AQMA, it is considered that future occupants/users of development within the AGR are likely to be subject to relatively poor air quality, which is not conducive to good public health; and would therefore require appropriate mitigation. Overall, a negative, unknown effect is expected in relation to SA Objective 6. - While there are no educational facilities within the AGR boundary, it is within 800m walking distance of several educational establishments, including the Barton Hill Academy primary school in the south, Bannerman Road Primary School in the north, and the City Academy secondary school in the east. The policy could therefore generate positive effects for SA Objective 7 (DMC16) as it is considered that there is a high level of physical accessibility to existing surrounding educational facilities. - The policy is considered to produce positive effects for SA Objective 8 where development is required to provide high quality workspace including a range of business uses (DMC17). The supporting text of the policy states that the estimated provision for industry or distribution space in Lawrence Hill is 3,000m², however, the policy text does specify the sector type of employment/business use for different parts of this area. Therefore, effects of this policy text are uncertain for DMC18. However, provision of high-quality workspaces could support: creative, cultural and digital industries; and financial, business and legal ‘tech’ services as defined within the Local Industrial Strategy. As the AGR is located in an area where a high proportion of working-age population are involuntarily unemployed, it is also considered that this policy could generate positive effects for DMC19. The extent to which this policy would support delivery of carbon neutral employment space is uncertain, although the area is accessible by sustainable transport modes and this could serve to encourage a shift from unsustainable modes of travel to places of employment (DMC21). - The AGR does not contain land that lies within a Conservation Area, however it is adjacent to the Old Market Conservation Area and does contain a number of Grade II listed buildings in the north of the AGR along All Hallow Road. As such, there is some potential for impact of redevelopment or new development on the setting of these listed buildings (SA Objective 10, DMC24), particularly in locations where tall buildings are proposed. Effects are likely to be localised to that part of the AGR, but unknown until detailed design phases. Effects overall, at a AGR level, are likely to be neutral. - As the AGR includes a small proportion of land designated as an SNCI, there is the potential for negative effects of development in the absence of appropriate and proportionate ecological mitigation (SA Objective 11, DMC25). Some of the land within the AGR also lies within the woodland strategic network of the Nature Recovery Network. Furthermore, whilst the AGR does not contain any statutory designated wildlife sites, it is within an SSSI Impact Zone which predominantly requires consultation with statutory bodies for industrial development that could increase air pollution. The delivery, scale and location of any net gain in biodiversity is subject to future development proposals and therefore remains uncertain, although would be required under Policy BG3 (DMC26). - As the policy references the requirement for development to include GI and public realm improvements, it is considered that there is potential for positive effects for SA Objective 12 (DMC27). However, effects are partly uncertain as the nature of such improvements, and their integration with the existing GI network, remains contingent upon detailed design. - The AGR surrounds Lawrence Hill Station and is adjacent to the Bristol and Bath cycle path, and surrounds public transport routes (Church Road, Easton Road and Whitehall Road). To encourage a mode shift and reduce the need to travel, the policy text requires development to provide a range of workspaces and business uses as well as services and community facilities alongside residential uses. New walking and cycling routes are also to be incorporated to connect to surrounding neighbourhoods and the wider cycle network, public transport improvements defined within the policy text and green infrastructure improvements. It is considered that the policy could have a positive effect on the ability to improve access to and quality of sustainable transport modes (DMC28), whilst public transport improvements along Lawrence Hill and Stapleton Road may improve the existing highway network (DMC31). Overall positive effects are recorded for SA Objective 13 and SA Objective 14. - Flood risk within the AGR is considered to be low, being predominantly located within Flood Risk Zone 1. While the exact location of new development within the AGR boundary is unknown, it is considered that the potential for effects of development/regeneration in relation to local flood risk is relatively low. Therefore, a neutral effect is recorded in relation to SA Objective 15. The use of SUDS as set out by flood risk Policy FR1 could provide appropriate mitigation for any adverse surface water flood risk at the site. - Given that the area is not adjacent to vulnerable water bodies or groundwater protection zones, effects against DMC34 are neutral. The extent to which this policy would deliver a high standard of sustainable design and construction through minimising resource use, energy efficiency and waste production is unknown (SA Objective 16, DMC35 and DMC36); this remains dependent upon the nature of detailed design proposals and compliance with other draft Local Plan policies in relation to climate change and sustainability (Policies NZC1-NZC5). - As set out above, the AGR is located within an existing AQMA and as such it is considered that this may cause undue exposure of new development and its future occupants to high levels of existing pollutants and therefore a negative effect is recorded on SA Objective 17 (DMC38). The AGR also lies within the Bristol Clean Air Zone which is likely to help limit the use of more polluting vehicles in this location. However, the effects of development are also partly unknown, and remain dependent upon the nature of development (use), alongside the availability and usage of sustainable and/or active travel modes for new development/regeneration to limit the impact of vehicular emissions, alongside any proposed mitigation delivered under Policy HW2. - With the siting of the AGR partially within the Bristol Heat Network identified by the Bristol City Leap, it is considered that there could therefore be opportunities for the use of low carbon and decentralised energy sources. A positive, unknown effect is therefore expected for SA Objective 18 (DMC40).
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Policy DS7 Central Fishponds

The Central Fishponds Area of Growth and Regeneration (AGR) is located within East Bristol. The supporting text of Policy DS7 sets out that the estimated capacity of the Central Fishponds regeneration area is around 1,500 homes.

Key baseline and sustainability issues associated with the AGR are defined as follows:

- The AGR is located within an area of moderate-high deprivation (based on 2019 data) and is an area that has a moderate-high proportion of working-age population who are involuntarily unemployed;
- Approximately a fifth of the AGR is located within an AQMA and therefore concentrations of NO₂ and particulate matter (PM₁₀) exceed or potentially exceed national targets;
- The Bristol Bath Railway Path (proposed to be designated as Reserved Open Space within the Local Plan), is within the GRA boundary. There are no other open spaces within the area;
- The GRA partially overlaps with an SNCI (Easton-Staple Hill Disused Railway). There are no statutory ecological designations within the area;
- The GRA is bounded by Stapleton and Frome Valley Conservation Area at the north, and includes a small overlap with this Conservation Area off New Station Road;
- Land currently designated as Principal Industrial and Warehousing Area is located to the north and south of New Station Way, within the AGR boundary; however, evidence indicates that this is underutilised; and
- Flood risk within the AGR is low, as the area is located within Flood Risk Zone 1 and with small areas subject to high and medium surface water flood risk (approximately 4% and 5%, respectively).

Policy DS7 sets out principles related to the regeneration and development of the Fishponds AGR. This policy has been subject to a number of minor updates since the Draft Local Plan March 2019 Consultation version, however the spatial extent of the policy has remained the same. An overview of the policy as included in the Publication Version November 2023 Draft Local Plan is provided as follows.

Policy DS7 includes the following requirements:

- The provision of new homes with a mix of types, sizes and tenures;
- Provision of high-quality workspace, providing for a range of business uses, as part of the development mix in the area;
- Retail and leisure development consistent with Policy SSE4;
- Provision of infrastructure, services and community facilities required to support the new development;
- New and improved walking and cycling routes to connect to the development to the surrounding neighbourhoods, public transport facilities and the wider cycle network;
- Green infrastructure and public realm enhancements; and
- New open space should be provided in accordance with Policy GI A.

In addition, development will be expected to:

- Be in accordance with a Regeneration Framework to support coordination of an approach to development;
- Make efficient use of land and demonstrate that opportunities have been sought to progress more comprehensive or co-ordinated forms of development with other sites in the locality;
- Be of a scale and design appropriate to Central Fishponds' town centre location, taking account of the Stapleton and Frome Valley Conservation Area. As part of this, tall buildings in the right setting and of the right design may be appropriate as part of the overall approach to development (in accordance with Policy DC2);
- In the Goodneston Road area, create a connected and well-designed community, incorporating new pedestrian and cycle links between Fishponds Road, the Bristol and Bath Railway Path and the Lodge Causeway area to the south;
- Provide active ground floor uses focused on Fishponds Town Centre and its principal approaches;
- Be supported by transport improvements which will include public transport enhancements enhanced connectivity with surrounding areas, cycle provision, pedestrian route improvements and local highway improvements;
- Provide for an appropriate form and amount of new workspace as part of the mix of uses in the area, where sites currently or recently used for business purposes are proposed to be redeveloped for other uses;
- Contribute to an appropriate mix of housing types; and
- Achieve a density of 100dph as a minimum, but higher densities may be appropriate, subject to a co-ordinated approach to development which delivers quality urban design.

Policy DS7: Central Fishponds

SEA Theme	SA Framework Objective	D-M Criteria	Policy DS7					Direct (D) or Indirect (I)	Temporary (T) or Permanent (P)	Spatial Scale of Effect	Receptors (R) and/or affected groups (AGs)	Suggested Appropriate Mitigation (AM) / Policy Cross-reference (CR) / opportunity to maximise benefit (MB)
			Significance of Effect (0/+/- / ?)									
			Short	Med	Long							
Population, Housing and Communities	1.To ensure an adequate and diverse supply of housing that is affordable to everyone	DMC1 DMC2 DMC3 DMC4	++/?	++/?	++/?	D	p	Local and City-wide.	R: Local housing market, Bristol's population; AG: Bristol's population.	CR: Policy H5: Self build and community-led housing.		
	2. Promote the conservation and wise use of land, maximising the reuse of previously developed land	DMC5 DMC6 DMC7	++/?	++/?	++/?	D	p	Local	As above, plus: R: Brownfield sites and previously developed sites; AG: Local businesses.	MB: Publish Regeneration Framework for Central Fishponds AGR, to ensure that development creates a comprehensive or coordinated approach consistent with delivering high quality place-making.		
	3. Ensure easy and affordable access to key services	DMC8	++/?	++/?	++/?	D	Both	Local	R: Bristol's local economy; Bristol's population AG: Local businesses.	n/a		
	4. Increase participation in cultural and community activities	DMC9	+/?	+/?	+/?	I	Both	Local	AG: Bristol's population.	n/a		
Health and Inequalities	5. To reduce poverty and income inequality and improve the quality of life for those living in areas of concentrated disadvantage	DMC10 DMC11	+/?	+/?	+/?	I	Both	Local and City-wide.	R: Built environment. AG: Bristol's population.	n/a		
	6. To reduce health inequalities and promote healthy lifestyles across the city	DMC12 DMC13 DMC14	?	?	?	Both	Both	Local and City-wide	R: Public health. AG: Bristol's population.	n/a – mitigation addressed by other Local Plan policies.		
	7. Ensure access to education and learning for all sections of society	DMC15 DMC16	+/?	+/?	+/?	Both	Both	Local and City-wide	R: Bristol's population. AG: All groups.	MB: Ensure physical access to, and catchment access to, existing education establishments in neighbourhoods adjacent to the AGR, to increase participation rates in education and skills development.		
Economy and Employment	8. To support the economy and ensure that there are suitable opportunities for employment	DMC17 DMC18 DMC19 DMC20 DMC21	+/?	+/?	+/?	Both	Both	Local and City-wide.	R: Bristol's local economy, AG: Local businesses, Bristol's population.	AM: Ensure the delivery of a range of business uses by explicitly setting out the floorspace ratio for each B or E use class on a site basis. AM: Require proposals for any redevelopment of business use sites to ensure defined quantum of workspace within mixed use development uses, to safeguard a range and balance of workspace.		
	9. Ensure access to a range of shopping facilities for all sections of society	DMC22 DMC23	+/?	+/?	+/?	I	Both	Local and City-wide.	R: Bristol's local economy; Bristol's population AG: Local businesses	n/a		
Townscape and Landscape	10. To ensure the protection and enhancement of the historic environment and its setting	DMC24	?	?	?	I	P	Local.	R: Cultural heritage; built environment; AG: Bristol's population.	n/a – mitigation addressed by other Local Plan policies.		
	11. To ensure the protection and enhancement of biological and geological assets and improve the quality of wildlife habitats	DMC25 DMC26	-/?	-/?	-/?	I	P	Local; City-wide; trans-boundary	R: Local wildlife and biodiversity; natural environment; AG: Bristol's population; wildlife.	n/a – mitigation addressed by other Local Plan policies.		
	12. To ensure the protection and enhancement of green and blue infrastructure and ensure access to a variety of open space and recreation	DMC27	+/?	+/?	+/?	D	P	Local and City-wide; trans-boundary	As above.	n/a		
Transport	13. To encourage a demonstrable modal shift and reduce the need to travel	DMC28 DMC29	+/?	+/?	+/?	I	Both	Local and City-wide.	R: Public health; AG: Bristol's population.	n/a		
	14. To maintain and improve the existing highway network	DMC30 DMC31	+/?	+/?	+/?	D	P	Local; City-wide; Trans-boundary.	R: Bristol's highway network; public health; Bristol's population.	n/a		
Climate, Energy and Waste	15. To reduce the risk of flooding from all sources	DMC32 DMC33	0/?	0/?	0/?	Both	Both	Local; City-wide; Trans-boundary.	R: Natural environment (water); AG: Bristol's population; local wildlife.	n/a – mitigation addressed by other Local Plan policies.		
	16. Sustainably manage natural resources, including water demand and quality and reducing waste being landfilled	DMC34 DMC35 DMC36 DMC37	?	?	?	D	Both	Local; City-wide; Trans-boundary.	R: Natural environment (water and land); AG: Bristol's population; local wildlife.	n/a		
	17. Minimise air and noise pollution	DMC38	-/?	-/?	-/?	I	Both	Local; City-wide; Trans-boundary.	R: Localised air quality; biodiversity; public health; built environment; AG: Bristol's population; local wildlife.	n/a – mitigation addressed by other Local Plan policies.		
	18. To maximise the potential for energy efficiency, reduce greenhouse gas emissions and ensure that the built and natural environment and its communities can withstand the effects of climate change	DMC39 DMC40 DMC41 DMC42	?	?	?	D	Both	Local; City-wide; Trans-boundary.	R: Natural environment (water); AG: Bristol's population; local wildlife.	n/a		
Evaluation of Effects	Scale of effects: The scale of effects of this policy would be predominantly attributable to the Area of Growth and Regeneration (AGR) and the specific sites within this broader area. However, this policy would likely have effects upon adjacent land and key receptors, such as the Easton-Staple Hill Disused Railway SNCI. Through development of this AGR, there would also likely be cumulative impacts on the wider Bristol City Centre area, including for the delivery of affordable housing, and employment opportunities, the local transport network, heat network and localised energy demands, and waste management, amongst other key sustainability issues. Social, economic and environmental effects: This policy could have significant positive effects for housing delivery (SA Objective 1, DMC1). However, the required number of homes for the area is not confirmed in the policy text, with an estimated capacity of 1,500 homes set out only in the supporting text. It is expected that Policy AH1 will ensure that an appropriate level of affordable homes is provided across Bristol, including within Central Fishponds (DMC2). The policy states that housing development in the area is to include a mix of types, sizes and tenures which is											

	likely to support access to appropriate forms of housing for many groups in the community. Cross-reference could be made to proposed policies for community-led housing (i.e. Policy H5), and sites may be identified where there is sufficient evidence to do so (DMC4). Whilst it is acknowledged within the policy that development within this AGR is to include a mix of types, sizes and tenures, overall effects for this criterion are unknown. - Place principles set out by the policy text include the requirement for development to make efficient use of land. Furthermore, development should accord with a regeneration framework to coordinate the approach to development across the area and the relationship with surrounding locations. With proposals required to be developed in a comprehensive/co-ordinated manner, it is considered that this policy could provide positive, yet unknown, effects for SA Objective 2 (DMC5). Given the overwhelmingly urban and brownfield nature of the AGR, with little open space, it is considered that its development and regeneration could produce significant positive effects for both DMC5 and DMC7. Being sited within the Outer Urban Area, Policy UL2 requires that proposals for residential development reflect 100dph as a minimum, which could generate positive effects for DMC6. Effects of this policy text against SA Objective 2 are overall unknown, given that there is potential for a range of effects related to intensification that are unlikely to be known until site-specific proposals come forward. - The AGR directly overlaps with the Fishponds Town Centre, at which there is some existing provision of services, including Fishponds Library, Morrisons and Turners Pharmacy. The AGR is also within 800m walk of Lodge Causeway District Centre, which could directly service the southern edge of the AGR. In addition, the policy text requires the provision of infrastructure, services and community facilities required to support the new development and the provision of active ground floor uses focused on the Fishponds Town Centre and principal approaches. Development in the area is also required to include retail and leisure consistent with Policy SSE4. These requirements are likely to support good access to essential services and retail for new and existing residents in the surroundings. This policy would deliver a significant positive effect when assessed against Objective 3 (DMC8) and Objective 9 (DMC23). - This policy text requires provision of community facilities to support residential development. As there is currently relatively limited formalised community provision within the AGR, the policy could result in a net gain of community or community service facilities. The effects against this SA Objective are likely to be positive, but unknown dependent on the precise implementation of this requirement. - It is considered that this policy has some potential to produce positive effects for SA Objective 5 (DMC10 and DMC11), as the AGR is located within an area of moderate-high deprivation (based upon 2019 IMD Data). Development and regeneration of this AGR therefore has the potential to transform the built environment through improved sustainable transport linkages, public realm improvements and offering opportunities for investment in local employment through the provision of workspace. Effects are also partly unknown and remain dependent upon site specific proposals. - The AGR includes one area of open space, part of the Bristol Bath Cycle Path, which is proposed to be protected as Local Green Space within the Local Plan. The location of this open space in close proximity to new and existing residents in the area has the potential to maintain / improve positive well-being and healthy lifestyles (DMC13, SA Objective 6), especially as the policy supports the enhanced connectivity of walking and cycle routes and requires new development to incorporate open space in accordance with Policy GI A. The requirement in the policy to provide infrastructure, services and community facilities to support the new development could result in the delivery of additional provisions that could support wellbeing for those in the area and surroundings. However, as a proportion of the area is within an existing AQMA, future occupants / users of development could be subject to relatively poor air quality which would not be conducive to good public health; and would therefore require appropriate mitigation. On balance therefore, an unknown effect is expected in relation to SA Objective 6. - There is one referral unit, at St Matthias Academy, within the AGR boundary. There are also several primary schools within 800m and a secondary school adjacent to the northern boundary of the AGR. The policy could therefore generate positive effects for SA Objective 7 (DMC16) as it is considered that there is a high level of physical accessibility to existing surrounding educational facilities. - This policy is considered to produce positive effects for SA Objective 8 where development is required to provide high quality workspace including a range of business uses (DMC17). Although the supporting text of the policy states that the estimated provision for industry or distribution space in the area is 2,100m², the sector type of employment / business use is not specified for different parts of this area within policy text. Therefore, effects of this policy text are uncertain for DMC18. However, provision of high-quality workspaces could support creative, cultural and digital industries; and financial, business and legal ‘tech’ services as defined within the Local Industrial Strategy. As the AGR is located in an area where a moderate-high proportion of working-age population are involuntarily unemployed, it is also considered that this policy could generate positive effects for DMC19. The extent to which Policy DS7 would support delivery of carbon neutral employment space is uncertain, although the site itself is accessible by sustainable transport modes and this could serve to encourage a shift from unsustainable modes of travel to places of employment (DMC21). - A small proportion of the AGR is located within the Stapleton and Frome Valley Conservation Area, which is adjacent to the northern boundary. There are no listed buildings within the area. As such, although the policy requires that the scale and design of development should take account of the Stapleton and Frome Valley conservation area, there remains limited potential for redevelopment or new development to impact on designated heritage assets. Effects expected in relation to SA Objective 10 (DMC24) are generally unknown and remain dependent upon site specific proposals. - As the site includes a proportion of land designated as an SNCI (Easton-Staple Hill Disused Railway), there is the potential for negative effects in the absence of appropriate and proportionate ecological mitigation (SA Objective 11, DMC25). The requirement of the policy for development to include GI enhancements is likely to go some way to help promote habitat connectivity in the area. Whilst the AGR does not contain any statutory designated wildlife sites, it is within an SSSI Impact Zone which requires consultation with statutory bodies for some industrial development. The delivery, scale and location of any net gain in biodiversity is subject to future development proposals and therefore remains uncertain (DMC26). - As the policy references the requirement for development to include GI and public realm improvements, positive effects are expected for SA Objective 12 (DMC27). However, effects are partly uncertain as the nature of such improvements, and their integration with the existing GI network, remains contingent upon detailed design. - The AGR is relatively well served by strategic infrastructure, including a number of bus routes along the A432 Fishponds Road, and access to the Bath and Bristol Cycle path. However, there are no bus stops along Lodge Causeway at the point at which it passes through the AGR. To encourage a mode shift and reduce the need to travel, the policy text requires development to provide a range of workspaces and business uses alongside residential uses, new walking and cycling routes to connect to neighbourhoods and the wider cycle network, public transport improvements defined within the policy text and green infrastructure improvements. Development in the area as set out in the policy could have a positive effect on the ability to improve access to and quality of sustainable transport modes (DMC28) and addressing congestion (DMC30), however improving accessibility to public transport along Lodge Causeway may support greater use of more sustainable transport measures (DMC29). Overall positive effects are recorded for SA Objective 13 and SA Objective 14. - Flood risk within the AGR is considered to be low, being predominantly located within Flood Risk Zone 1. Whilst the exact location of new development within the AGR boundary is unknown, it is considered that the potential for effects of development/regeneration in relation to local flood risk is relatively low. Therefore, a neutral effect is expected against SA Objective 15. The use of SUDS as set out by flood risk Policy FR1 could help provide appropriate mitigation for any adverse surface water flood risk at the site. - While the AGR is not adjacent to any groundwater protection zones it is located within a ward that contains two water bodies that flow into the River Frome which presently has a chemical status of fail. These are the Fishponds Brook and Coombe Brook. The development of land adjacent to these waterbodies could contribute to continued poor water quality, however, construction management plans should help prevent detrimental impacts as new development occurs. Moreover, the extent to which this policy would deliver a high standard of sustainable design and construction through minimising resource use, energy efficiency and waste production is unknown (SA Objective 16, DMC35 and DMC36); this remains dependent upon the nature of detailed design proposals and compliance with other draft Local Plan policies in relation to climate change and sustainability. - As set out above, the AGR is located partly within an existing AQMA (which runs along Fishponds Road) and as such it is considered that this may cause undue exposure of new development and its future occupants to high levels of existing pollutants. Therefore, a negative effect is recorded on SA Objective 17 (DMC38). However, the effects of development are also partly unknown, and remain dependent upon the nature of development (use), alongside the availability and usage of sustainable and/or active travel modes for new development/regeneration to limit the impact of vehicular emissions, alongside any proposed mitigation delivered under Policy HW2. - The site does not lie within the Bristol Heat Network identified by the Bristol City Leap which otherwise might present opportunities to promote the use of low carbon and decentralised energy sources. An unknown effect is therefore recorded for SA Objective 18 (DMC40) given that achieving higher levels of energy efficiency and promoting energy use from more sustainable sources will mostly be dependent upon the design of new development and the decision making of new residents.
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Policy DS8 Central Bedminster

The Central Bedminster Area of Growth and Regeneration (AGR) is located within South Bristol. The supporting text of the policy sets out that the estimated capacity of the AGR is around 3,500 homes. In the main policy text there is also provision made for the delivery of 1,600 new bedspaces as part of purpose-built student accommodation in addition to new homes.

Key baseline and sustainability issues associated with the AGR are defined as follows:

- The AGR is located within an area of high deprivation (based on 2019-IMD data) and is an area that has a high proportion of working-age population who are involuntarily unemployed;
- The vast majority of the AGR is located within an AQMA. Therefore, concentrations of NO₂ and particulate matter (PM₁₀) exceed or potentially exceed national targets;
- The AGR is predominantly brownfield in nature. Two areas of open space, Dalby Avenue and St. John's Churchyard (both of which are proposed to be designated as Reserved Open Space within the Local Plan) are within the AGR boundary. The 'Railway Sidings, Bedminster' open space along the southern boundary is also proposed to be retained as Reserved Open Space. The AGR is also in close proximity to Victoria Park which is proposed to be designated as a Local Green Space, but the railway line acts to sever the AGR from the park in some places;
- A small area of Windmill City Farm allotments is located within the AGR boundary, between Philip Street and Whitehouse Lane;
- Almost half of the AGR falls within the Bedminster Conservation Area, which is particularly focussed on Bedminster Parade and includes multiple listed buildings fronting this road, York Road, Devonshire Buildings and Boot Lane;
- The majority of land within the AGR is currently designated as Principal Industrial and Warehousing Area, however this include sites which are considered to be vacant or underused;
- Flood risk within the AGR is moderate to high, with areas adjacent to the Malago River (designated as a 'Main River' by the EA) located in Flood Risk Zones 2, 3a and 3b;
- The AGR is adjacent to the River Malago, which is presently classed by the Environment Agency as having a chemical water status of 'fail'; and
- The AGR is within the Bristol Heat Network area, which therefore offers opportunities for the use of low carbon energy networks/decentralised energy sources within new development.

Policy DS8 sets out place principles related to the regeneration and development of the Bedminster AGR. This policy has been subject to a number of minor updates since the Draft Local Plan March 2019 Consultation version, however the spatial extent has remained the same. An overview of the policy as included in the Publication Version November 2023 Draft Local Plan is provided as follows.

Policy DS8 includes the following requirements:

- New residential development to incorporate a mix of types, sizes and tenure, with 1,600 student bedspaces also to be provided (in accordance with Policy H7). The supporting text of the policy states that the capacity of the regeneration area is around 3,500 homes;
- Provision of high-quality workspace, providing for a range of business uses, as part of the development mix in the area;

- Provision and retention of cultural and evening economy uses;
- Retail and leisure development consistent with Policy SSE4;
- Provision of infrastructure, services and community facilities required to support the new development;
- Public transport improvements, including Malago Road and facilities at Bedminster Station;
- New and improved walking and cycling routes to connect to the development to the city centre, Bedminster town centre, surrounding neighbourhoods and the wider cycle network;
- Green infrastructure and public realm enhancements; and
- New open space should be provided in accordance with Policy GI A.

In addition, development will be expected to:

- Make efficient use of land; and demonstrate that opportunities have been sought to progress more comprehensive or co-ordinated forms of development with other sites in the locality. Development should accord with regeneration frameworks for the area;
- Be of a scale and design appropriate to Central Bedminster's town centre location, taking account of the Bedminster conservation area. Tall buildings in the right setting and of the right design may be appropriate as part of the overall approach to development (in accordance with Policy DC2);
- Include strengthened pedestrian and cycle links between Bedminster Town Centre and the surrounding area, particularly between Windmill Hill, East Street and St. Catherine's Place and from Spring Street to St. Luke's Road,
- Enhance the River Malago as a townscape feature, pedestrian route and green infrastructure corridor providing benefits for wildlife and sustainable drainage, including de-culverting at Whitehouse Lane, where feasible;
- Be supported by transport improvements which will include public transport enhancements, enhanced connectivity with surrounding areas, cycle provision, pedestrian route improvements and local highway improvements;
- Provide for an appropriate form and amount of new workspace as part of the mix of uses in the area, where sites currently or recently used for business purposes are proposed to be redeveloped for other uses;
- Contribute to an appropriate mix of housing types;
- Be supported by a flood risk sequential test undertaken within the policy area, taking account of all reasonably available sites in the area, where the site proposed is in an area that is subject to flood risk now or with climate change projections; and,
- Be supported by a Flood Risk Assessment where development is proposed on sites at risk of flooding or are larger than 1ha in area.

The supporting text of the policy sets out that where sites are developed, a density of 120dph will be sought as a minimum, but higher densities of 200dph or more may be appropriate, subject to a co-ordinated approach to development which delivers quality urban design. The supporting text of the policy also sets out that development frameworks have been published for the Bedminster Green and Whitehouse Street sectors of central Bedminster to shape development in the area.

Policy DS8: Central Bedminster

SEA Theme	SA Framework Objective	D-M Criteria	Policy DS8			Direct (D) or Indirect (I)	Temporary (T) or Permanent (P)	Spatial Scale of Effect	Receptors (R) and/or affected groups (AGs)	Suggested Appropriate Mitigation (AM) / Policy Cross-reference (CR) / opportunity to maximise benefit (MB)
			Significance of Effect (0/+/- / ?)							
			Short	Med	Long					
Population, Housing and Communities	1.To ensure an adequate and diverse supply of housing that is affordable to everyone	DMC1 DMC2 DMC3 DMC4	++/?	++/?	++/?	D	p	Local and City-wide.	R: Local housing market, Bristol’s population; AG: Bristol’s population.	CR: Policy H5 Self-build and community-led housing.
	2. Promote the conservation and wise use of land, maximising the reuse of previously developed land	DMC5 DMC6 DMC7	++/?	++/?	++/?	D	p	Local	As above, plus: R: Brownfield sites and previously developed sites; AG: Local businesses.	n/a
	3. Ensure easy and affordable access to key services	DMC8	++/?	++/?	++/?	D	Both	Local	R: Bristol’s local economy; Bristol’s population; AG: Local businesses and users.	n/a
	4. Increase participation in cultural and community activities	DMC9	+/?	+/?	+/?	I	Both	Local	AG: Bristol’s population.	n/a
Health and Inequalities	5. To reduce poverty and income inequality and improve the quality of life for those living in areas of concentrated disadvantage	DMC10 DMC11	++/?	++/?	++/?	I	Both	Local; City-wide.	R: Built environment. AG: Bristol’s population.	n/a
	6. To reduce health inequalities and promote healthy lifestyles across the city	DMC12 DMC13 DMC14	-/?	-/?	-/?	Both	Both	Local and City-wide	R: Public health. AG: Bristol’s population.	n/a – mitigation addressed by other Local Plan policies.
	7. Ensure access to education and learning for all sections of society	DMC15 DMC16	+/?	+/?	+/?	Both	Both	Local	R: Bristol’s population. AG: All groups.	n/a
Economy and Employment	8. To support the economy and ensure that there are suitable opportunities for employment	DMC17 DMC18 DMC19 DMC20 DMC21	+/?	+/?	+/?	Both	Both	Local and City-wide.	R: Bristol’s local economy, AG: Local businesses, Bristol’s population.	MB: Ensure the delivery of a range of business uses by explicitly setting out the floorspace ratio for each B and E-use class on a site basis or setting out sector-specific types. MB: Require proposals for any redevelopment of business use sites to ensure defined quantum of workspace within mixed use development uses, to safeguard a range and balance of workspace.
	9. Ensure access to a range of shopping facilities for all sections of society	DMC22 DMC23	+/?	+/?	+/?	I	Both	Local and City-wide.	R: Bristol’s local economy; Bristol’s population AG: Local businesses	n/a
Townscape and Landscape	10. To ensure the protection and enhancement of the historic environment and its setting	DMC24	-/?	-/?	-/?	I	P	Local and City-wide	R: Cultural heritage; built environment; AG: Bristol’s population.	n/a – mitigation addressed by other Local Plan policies.
	11. To ensure the protection and enhancement of biological and geological assets and improve the quality of wildlife habitats	DMC25 DMC26	-/?	-/?	-/?	I	P	Local; City-wide; Trans-boundary.	R: Local wildlife and biodiversity; natural environment; AG: Bristol’s population; wildlife.	n/a – mitigation addressed by other Local Plan policies.
	12. To ensure the protection and enhancement of green and blue infrastructure and ensure access to a variety of open space and recreation	DMC27	+/?	+/?	+/?	D	P	Local; City-wide; Trans-boundary.	As above.	n/a
Transport	13. To encourage a demonstrable modal shift and reduce the need to travel	DMC28 DMC29	+/?	+/?	+/?	I	Both	Local and City-wide.	R: Public health; AG: Bristol’s population.	n/a
	14. To maintain and improve the existing highway network	DMC30 DMC31	+/?	+/?	+/?	D	P	Local and City-wide.	R: Bristol’s highway network; public health; Bristol’s population.	n/a
Climate, Energy and Waste	15. To reduce the risk of flooding from all sources	DMC32 DMC33	-/?	-/?	-/?	Both	Both	Local; City-wide; Trans-boundary.	R: Natural environment (water); AG: Bristol’s population; local wildlife.	AM: Make reference to the Bristol Avon Flood Strategy and implications of this on the River Malago; and require appropriate reference to climate change allowances within flood risk assessments.
	16. Sustainably manage natural resources, including water demand and quality and reducing waste being landfilled	DMC34 DMC35 DMC36 DMC37	?	?	?	D	Both	Local; City-wide; Trans-boundary.	R: Natural environment (water and land); AG: Bristol’s population; local wildlife.	n/a – mitigation addressed by other Local Plan policies.
	17. Minimise air and noise pollution	DMC38	-/?	-/?	-/?	I	Both	Local; City-wide; Trans-boundary.	R: Localised air quality; biodiversity; public health; built environment; AG: Bristol’s population; local wildlife.	n/a – mitigation addressed by other Local Plan policies.
	18. To maximise the potential for energy efficiency, reduce greenhouse gas emissions and ensure that the built and natural environment and its communities can withstand the effects of climate change	DMC39 DMC40 DMC41 DMC42	+/?	+/?	+/?	D	Both	Local; City-wide; Trans-boundary.	R: Natural environment (water); AG: Bristol’s population; local wildlife.	n/a
Evaluation of Effects	Scale of effects: The scale of effects of this policy would be predominantly attributable to the AGR and the specific sites within this area. However, this policy would likely have effects upon adjacent land and key receptors, such as the River Malago which is surrounded by areas of Flood Risk and the Bedminster Conservation Area. Through development of this AGR, there would also likely be cumulative impacts on the wider Bristol City Centre area, including for the delivery of affordable housing, and employment opportunities, the local transport network, Bristol Heat Network and localised energy demands, and waste management, amongst other key sustainability issues. Social, economic and environmental effects: This policy could have significant positive effects for housing delivery. The specific quantum of housing is not set out in the policy text but the supporting text states that the site has an estimated capacity of around 3,500 homes (DMC1). It is expected that Policy AH1 will ensure that an appropriate level of affordable homes is provided across Bristol, including within Central Bedminster (DMC2). The policy references delivery of purpose-built student accommodation (up to 1,600 bedspaces) and could therefore produce positive effects for DMC3. The policy states that housing development in the area is to include a mix of types, sizes and tenures which is likely to support access to appropriate forms of housing for many groups in the community. Cross-reference could be made to proposed									

	policies for community-led housing (i.e. Policy H5), and sites may be identified where there is sufficient evidence to do so (DMC4). Whilst it is acknowledged within the policy that development within this AGR is to include a mix of types, sizes and tenures, overall effects for this criterion are unknown. - Place principles set out by the policy text include the requirement for development to make efficient use of land,. With proposals required to be developed in a comprehensive/co-ordinated manner and be delivered in line with regeneration frameworks for the area, it is considered that this policy could provide positive, yet unknown, effects for SA Objective 2 (DMC5). The AGR is overwhelmingly urban, with limited areas of open space that are proposed for protection as Reserved Open Spaces. As the area is in the Inner Urban Area, Policy UL2 requires that proposals for residential development reflect 120dph whilst supporting text also allows for developments of 200dph; this could generate positive effects for DMC6. Effects of this policy text against SA Objective 2 are therefore significantly positive, however they are partly unknown as that there is potential for a range of effects related to intensification that are unlikely to be known until site-specific proposals come forward. - There is good provision of existing services within the boundary of the AGR itself, including three formal Community Centres (The Green House, Windmill Hill City Farm and Bedminster Library Meeting Room), a library (Bedminster Library), two post offices (Cannon Street Post Office and Bedminster Parade Post Office) and a pharmacy (AGRnby Clinic). Almost a quarter of the AGR is formed by the Bedminster Town Centre and part of West Street Local Centre also falls within the AGR. Bristol City Centre, North Street and Southville District Centres and Bedminster Road and Totterdown Local Centres are all within 800m (Objective 3, DMC8 and Objective 9, DMC23). The supporting text of the policy states that development within Bedminster Town Centre should be consistent with local plan policies or centres, shopping and the evening economy. In addition, policy text requires the development of retail and leisure development consistent with Policy SSE4. Policy DS8 is therefore expected to have a significant positive effect in relation to SA Objectives 3 and 9. The effect is partly unknown given that the delivery of new services and retail to enhance existing provisions will be dependent upon any proposals that come forward for development. - The AGR contains a number of community facilities, including The Green House, Windmill Hill City Farm and Bedminster Library Meeting Room. This policy text requires provision of infrastructure, services and community facilities to support the development. Therefore, the effects against SA Objective 4 are likely to be positive, but partly unknown until site-specific proposals are made. - It is considered that this policy has the potential to produce significant positive but unknown effects for SA Objective 5 (DMC10 and DMC11), as the AGR is located within an area of high deprivation (based upon 2019 IMD Data). Development and regeneration of this AGR therefore has the potential to transform the built environment through improved sustainable transport linkages, public realm improvements and offering opportunities for investment in local employment through the provision of workspace. Effects are also partly unknown and remain dependent upon site specific proposals. - Whilst the AGR contains limited areas of open space, which are proposed to be designated as Reserved Open Space (Dalby Avenue and St John's Churchyard), the area is adjacent to an extensive area of green space at Victoria Park, which is proposed for designation as a Local Green Space in the Local Plan. The combination of these areas and requirements for development to include green infrastructure and public realm enhancements and incorporate new open space in line with local plan policy could help maintain/improve positive well-being and healthy lifestyles (SA Objective 6, DMC13). However, a significant proportion of the area is within an existing AQMA. Therefore, it is considered likely that future occupants/users of development could be subject to relatively poor air quality, which is not conducive to good public health and would therefore require appropriate mitigation. Overall, a negative effect is expected for SA Objective 6. The effect is partly unknown given the specifics of any green infrastructure or new open space to be provided and mitigation relating to poor air quality is yet to be confirmed. - Given the current industrial, warehousing and retail uses which presently occupy much of the area, the AGR boundary only includes one education facility (LPW Independent School). The area is within walking distance of a number of additional primary schools and secondary schools (although Ashton Park School is beyond the 1500m preferred distance). Overall, however, the policy could therefore generate positive effects for DMC16 as it is considered that there is a high level of physical accessibility to existing surrounding educational facilities. The effects are partly unknown given that access to the education facilities in the surrounding areas will be partly dependent upon improvements incorporated as part of development in the area, the specifics of which are not yet known. - This policy is considered to produce positive effects for SA Objective 8 where development is required to provide high quality workspace including a range of business uses (DMC17). The policy also requires that where sites are currently or have recently been used for business purposes, their redevelopment should include new workspace as part of mixed use development. Although the supporting text of the policy states that the estimated provision for industry or distribution space in the area is 2,300m² outside of the Bedminster Green and Whitehouse Street framework areas, the sector type of employment/business use for other parts of Central Bedminster is not specified within policy text. Therefore effects of this policy text are uncertain for DMC18. However, provision of high-quality workspaces could support creative, cultural and digital industries; and financial, business and legal 'tech' services as defined within the Local Industrial Strategy. As the AGR is located in an area where a moderate-high proportion of working-age population are involuntarily unemployed, it is also considered that this policy could generate positive effects for DMC19. The extent to which this policy would support delivery of carbon neutral employment space is uncertain, although the site itself is accessible by sustainable transport modes and this could serve to encourage a shift from unsustainable modes of travel to places of employment (DMC21). - Almost half of the AGR falls within the Bedminster Conservation Area, which is particularly focussed around Bedminster Parade and includes multiple Grade II listed buildings fronting this road, York Road, Devonshire Buildings and Boot Lane. As such, there is potential for redevelopment or new development to have negative effects on the setting of these designated heritage assets (SA Objective 10, DMC24), particularly in locations where tall buildings are proposed. The policy seeks to mitigate the potential for impacts, stating that development should be of a scale and design for the town centre location and should take account of the Bedminster Conservation Area. Effects are partly unknown given that they are dependent to some degree on site specific proposals. - The AGR does not overlap with any statutory wildlife designation, however, the River Malago is located along the southern boundary of the AGR. As such, there is the potential for negative effects of development on this area in the absence of appropriate and proportionate ecological mitigation (SA Objective 11, DMC25). The requirement of the policy for development to include GI enhancements and to enhance the river as a townscape feature and GI corridor with benefits for wildlife is likely to go some way to help promote habitat connectivity in the area. Whilst the AGR does not contain any statutory designated wildlife sites, it is within an SSSI Impact Zone which predominantly requires consultation with statutory bodies for different types of industrial development. The delivery, scale and location of any net gain in biodiversity is subject to future development proposals and therefore remains uncertain (DMC26). - As the policy references the requirement for development to include GI and public realm improvements and to enhance the River Malago as a GI corridor, positive effects are likely for SA Objective 12 (DMC27). However, effects are partly uncertain as the nature of such improvements, and their integration with the existing GI network, remains contingent upon detailed design. - The AGR is generally well served by strategic infrastructure, including Bedminster Railway Station to the south, bus stops along the A38 Dalby Avenue and Bedminster Parade, and strategic cycle routes along Whitehouse Street. To encourage a modal shift and reduce the need to travel, the policy requires development to provide a range of workspaces and business uses alongside residential uses, new walking and cycling routes to connect to neighbourhoods and the wider cycle network, public transport improvements defined within the policy text (including to Malago Road and improved facilities at the railway station) and green infrastructure improvements. Development within the AGR in line with Policy DS8 could have a positive effect on the ability to improve access to and quality of sustainable transport modes (SA Objective 13, DMC28) and support improvements to the highway network (SA Objective 14, DMC31). - Flood risk within the AGR is moderate to high, with areas adjacent to the Malago River (designated as a Main River by the Environment Agency) located within Flood Risk Zones 2 and 3. While the exact location of new development within the AGR boundary is unknown, the potential for development to be impacted by flood risk or create risks elsewhere is considered to be high. Therefore, a negative effect is expected in relation to SA Objective 15. The requirement for a Flood Risk Assessment or Sequential Test (as appropriate) could serve to mitigate flood risk issues and ensure that development accounts for future climate change scenarios. The use of SUDS as set out by flood risk Policy FR1 could help provide appropriate mitigation for any adverse surface water flood risk at this location. - Whilst is not adjacent to any groundwater protection zones, the AGR is adjacent to the River Malago, which presently has a chemical water status of 'fail'. The development of land adjacent to this waterbody could contribute to continued poor water quality, however, construction management plans should help prevent detrimental impacts as new development occurs. Moreover, the extent to which this policy would deliver a high standard of sustainable design and construction through minimising resource use, energy efficiency and waste production is unknown (SA Objective 16, DMC35 and DMC36); this remains dependent upon the nature of detailed design proposals and compliance with other draft Local Plan policies in relation to climate change and sustainability. The effect on urban food production (DMC37) is unclear, given that the policy text does not specify whether the allotments at Windmill City Farm are to be retained. - As set out above, the AGR is located within an existing AQMA and as such it is considered that this may cause undue exposure of new development and its future occupants to high levels of existing air pollution (SA Objective 17, DMC38). However, the effects of development are also partly unknown, and remain dependent upon the land use type, alongside the availability and usage of sustainable and active travel modes for new development, alongside any proposed mitigation delivered under Policy HW2. - The AGR is within the Bristol Heat Network identified by the Bristol City Leap and therefore it is considered that there could therefore be opportunities for the use of low carbon and decentralised energy sources. A positive, unknown effect is therefore expected for SA Objective 18 (DMC40).
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Policy DS9 Brislington

The Brislington AGR is located within South Bristol. The supporting text of the policy sets out the estimated capacity of the regeneration area as around 500, with the potential for around 450 additional dwellings. Key baseline and sustainability issues associated with the AGR are defined as follows:

- The AGR is located within an area of high deprivation (based on 2019 data) and is an area that has a high proportion of working-age population who are involuntarily unemployed;
- Approximately half of the AGR is located within an AQMA, and therefore concentrations of NO₂ and particulate matter (PM₁₀) exceed or potentially exceed national targets;
- The AGR is overwhelmingly brownfield in nature, although a very small proportion of the area overlaps with areas of open space Land adjacent to Brislington Brook to east of Bath Road and Land at Brislington Meadows. These spaces are proposed to be designated as Reserved Open Space in the new Local Plan;
- A very small percentage of the AGR is located within the Brislington Conservation Area around Church Hill and Glenarm Road. There are a number of listed assets within the AGR, including the Grade II Listed 47 and 49 Brislington Hill, White Hart Hotel and Bristol War Room;
- A small percentage of the AGR is located within SNCI (Brislington Meadows);
- A large proportion of the AGR is currently designated as Principal Industrial and Warehousing Land, however this includes sites which are considered to be vacant or underused;
- Flood risk within the AGR is relatively low, although a small proportion of the AGR adjacent to Brislington Brook is located within Flood Risk Zones 2; and
- The AGR does not overlap with the Bristol Heat Network.

Policy DS9 sets out principles related to the regeneration and development of the Brislington AGR.

This policy has been subject to a number of minor updates since the Draft Local Plan March 2019 Consultation version. An overview of the policy as included in the Bristol Local Plan Pre-Submission Publication Version (November 2023) is provided as follows.

Policy DS9 includes the following requirements:

- Delivery of new homes with a mix of types, sizes and tenures. The supporting text sets out that the estimate capacity of the AGR is around 500 homes with potential for around 450 additional dwellings subject to site availability and more comprehensive approaches of development;
- Provision of high-quality workspace, providing for a range of business uses, as part of the development mix in the area, the estimates provision for industry and distribution space is set out in the supporting text as 1,200m²;
- Retail and leisure development consistent with Policy SSE4;
- New and improved walking and cycling routes to connect to the development to the surrounding neighbourhoods, public transport facilities and the wider cycle network;
- Green infrastructure and public realm enhancements; and
- New open space should be provided in accordance with Policy GI A.

In addition, development will be expected to:

- Accord with a regeneration framework which will coordinate the approach to development across the area and the relationship with surrounding locations.
- Make efficient use of land; and demonstrate that opportunities have been sought to progress more comprehensive or co-ordinated forms of development with other sites in the locality;
- Include strengthened pedestrian and cycle links to the surrounding area, particularly to Brislington Local Centre, local schools and the proposed new community at Bath Road (Policy DS12 'New neighbourhood – Bath Road, Brislington');
- Include stronger and more coherent built frontages to Bath Road, with associated improvements to the public realm;
- Be supported by transport improvements which will include public transport enhancements, enhanced connectivity with surrounding areas, cycle provision, pedestrian route improvements and local highway improvements;
- Provide for an appropriate form and amount of new workspace as part of the mix of uses in the area, where sites currently or recently used for business purposes are proposed to be redeveloped for other uses; and
- Contribute to an appropriate mix of housing types.

The supporting text of the policy sets out that where sites are developed, a density of 60dph will be sought as a minimum, but higher densities of 100dph or more may be appropriate given the location on a principal transport corridor with potential for future investment. Furthermore, it recognises the role of Brislington Local Centre and states that development within this centre will be consistent with local plan policies for centres, shopping and the evening economy.

Policy DS9: Brislington

SEA Theme	SA Framework Objective	D-M Criteria	Policy DS9					Suggested Appropriate Mitigation (AM) / Policy Cross-reference (CR) / opportunity to maximise benefit (MB)		
			Significance of Effect (0 /+/- / ?)			Direct (D) or Indirect (I)	Temporary (T) or Permanent (P)		Spatial Scale of Effect	Receptors (R) and/or affected groups (AGs)
			Short	Med	Long					
Population, Housing and Communities	1.To ensure an adequate and diverse supply of housing that is affordable to everyone	DMC1 DMC2 DMC3 DMC4	++/?	++/?	++/?	D	p	Local and City-wide.	R: Local housing market, Bristol’s population; AG: Bristol’s population.	CR: Policy H5 Self-build and community-led housing
	2. Promote the conservation and wise use of land, maximising the reuse of previously developed land	DMC5 DMC6 DMC7	++/?	++/?	++/?	D	p	Local	As above, plus: R: Brownfield sites and previously developed sites; AG: Local businesses.	MB: Establish masterplan for Brislington AGR, to ensure that development creates a comprehensive or coordinated approach consistent with delivering high quality place-making.
	3. Ensure easy and affordable access to key services	DMC8	+/?	+/?	+/?	D	Both	Local	R: Bristol’s local economy; Bristol’s population AG: Local businesses	n/a
	4. Increase participation in cultural and community activities	DMC9	?	?	?	I	Both	Local	AG: Bristol’s population.	n/a
Health and Inequalities	5. To reduce poverty and income inequality and improve the quality of life for those living in areas of concentrated disadvantage	DMC10 DMC11	++/?	++/?	++/?	I	Both	Local and City-wide.	R: Built environment. AG: Bristol’s population.	n/a
	6. To reduce health inequalities and promote healthy lifestyles across the city	DMC12 DMC13 DMC14	-/?	-/?	-/?	Both	Both	Local and City-wide	R: Public health. AG: Bristol’s population.	n/a – mitigation addressed by other Local Plan policies.
	7. Ensure access to education and learning for all sections of society	DMC15 DMC16	+/?	+/?	+/?	Both	Both	Local and City-wide	R: Bristol’s population AG: All groups	n/a.
Economy and Employment	8. To support the economy and ensure that there are suitable opportunities for employment	DMC17 DMC18 DMC19 DMC20 DMC21	+/?	+/?	+/?	Both	Both	Local and City-wide.	R: Bristol’s local economy, AG: Local businesses, Bristol’s population.	AM: Ensure the delivery of a range of business uses by explicitly setting out the floorspace ratio for each E and B use class on a site basis or setting out sector-specific types. AM: Require proposals for any redevelopment of business use sites to ensure defined quantum of workspace within mixed use development uses, to safeguard a range and balance of workspace.
	9. Ensure access to a range of shopping facilities for all sections of society	DMC22 DMC23	+/?	+/?	+/?	I	Both	Local and City-wide.	R: Bristol’s local economy; Bristol’s population; AG: Local businesses.	n/a
Townscape and Landscape	10. To ensure the protection and enhancement of the historic environment and its setting	DMC24	?	?	?	I	P	Local	R: Cultural heritage; built environment; AG: Bristol’s population.	n/a – mitigation addressed by other Local Plan policies.
	11. To ensure the protection and enhancement of biological and geological assets and improve the quality of wildlife habitats	DMC25 DMC26	-/?	-/?	-/?	I	P	Local	R: Local wildlife and biodiversity; natural environment; AG: Bristol’s population; wildlife.	n/a – mitigation addressed by other Local Plan policies.
	12. To ensure the protection and enhancement of green and blue infrastructure and ensure access to a variety of open space and recreation	DMC27	+/?	+/?	+/?	D	P	Local; City-wide; trans-boundary	As above.	n/a
Transport and Movement	13. To encourage a demonstrable modal shift and reduce the need to travel	DMC28 DMC29	+/?	+/?	+/?	I	Both	Local and City-wide.	R: Public health; AG: Bristol’s population.	n/a
	14. To maintain and improve the existing highway network	DMC30 DMC31	+/?	+/?	+/?	D	P	Local; City-wide; trans-boundary	R: Bristol’s highway network; public health; Bristol’s population.	n/a
Climate, Energy and Waste	15. To reduce the risk of flooding from all sources	DMC32 DMC33	?	?	?	Both	Both	Local; City-wide; trans-boundary	R: Natural environment (water); AG: Bristol’s population; local wildlife.	n/a – mitigation addressed by other Local Plan policies.
	16. Sustainably manage natural resources, including water demand and quality and reducing waste being landfilled	DMC34 DMC35 DMC36 DMC37	?	?	?	D	Both	Local; City-wide	R: Natural environment (water and land); AG: Bristol’s population; local wildlife.	n/a
	17. Minimise air and noise pollution	DMC38	-/?	-/?	-/?	I	Both	Local; City-wide; trans-boundary	R: Localised air quality; biodiversity; public health; built environment; AG: Bristol’s population; local wildlife.	n/a – mitigation addressed by other Local Plan policies.
	18. To maximise the potential for energy efficiency, reduce greenhouse gas emissions and ensure that the built and natural environment and its communities can withstand the effects of climate change	DMC39 DMC40 DMC41 DMC42	?	?	?	D	Both	Local; City-wide; trans-boundary	R: Natural environment (water); AG: Bristol’s population; local wildlife.	n/a
Evaluation of Effects	Scale of effects: The scale of effects of this policy would be predominantly attributable to the Area of Growth and Regeneration and the specific sites within this area. However, this policy would likely have some effects upon adjacent land and key receptors, such as Brislington Meadows SNCI. Although a small area of land within the AGR that is adjacent to Brislington Brook is located within Flood Risk Zones 2 and 3, flood risk within the wider AGR is considered to be low overall. As set out above, the AGR is located within an existing AQMA and as such it is considered that this may cause undue exposure of new development and its future occupants to high levels of existing pollutants. Through development of this AGR, there would also likely be cumulative impacts on wider Bristol, including for the delivery of affordable housing, and employment opportunities, the local transport network, heat network and localised energy demands, and waste management, amongst other key sustainability issues. Social, economic and environmental effects: This policy could have significant positive effects for housing delivery. The level of housing for the AGR is not set out within the policy text but the estimated capacity of around 500 homes is only provided in the supporting text. It is expected that Policy AH1 will ensure that an appropriate level of affordable homes is provided across Bristol, including within Brislington (DMC2). The policy text references the need for the delivery of a mix of housing types, sizes and tenures and it could therefore produce positive effects for									

	DMC3. Cross-reference could be made to proposed policies for community-led housing, and sites may be identified where there is sufficient evidence to do so (DMC4). Whilst it is acknowledged within the policy that development within this AGR is to include a mix of types, sizes and tenures, overall effects for this criterion are unknown. - Place principles set out by the policy text include the requirement for development to make efficient use of land. With proposals required to be developed in a comprehensive/co-ordinated manner and be delivered in line with a regeneration framework for the area, it is considered that the policy could provide significant positive, yet unknown, effects for SA Objective 2 (DMC5). The AGR is overwhelmingly urban, with very limited areas of open space (including parts of Land adjacent to Brislington Brook to east of Bath Road and Land at Brislington Meadows) that are proposed for protection as Reserved Open Spaces. Being sited within the Outer Urban Area, Policy UL2 requires that proposals for residential development reflect 60dph as a minimum. Furthermore, the supporting text of the policy states that on a principal transport corridor, densities of 100dph or more may be appropriate. These elements of the policy could generate positive effects for DMC6. On balance, effects of this policy against SA Objective 2 are overall unknown, given that there is potential for a range of effects related to intensification that are unlikely to be known until site-specific proposals come forward. - There is limited provision of existing services within the boundary of the AGR itself, with only the Hungerford Road Community Centre Social Club found within the area. The AGR does, however, overlap with the Brislington Local Centre (Objective 3, DMC8 and Objective 9, DMC23). There is limited provision beyond this within a 800m walking distance. The policy text requires the development of retail and leisure within the AGR consistent with local plan policy which is likely to support an improved level of access to these types of provisions for new and existing residents with the AGR and the surroundings. Therefore, the policy is expected to have an unknown, positive effect in relation to SA Objectives 3 and 9. - This draft policy is considered to produce unknown effects for DMC9. Whilst there is existing provision within the AGR, the draft policy text itself does not include the requirement for the development of new community facilities. A net gain of community or community service facilities would be unknown until site-specific proposals are made. - It is considered that this policy has the potential to produce significant positive effects for SA Objective 5 (DMC10 and DMC11), as the AGR is located within an area of high deprivation (based upon 2019 IMD Data). Development and regeneration of this AGR therefore has the potential to transform the built environment through improved sustainable transport linkages, public realm improvements and offering opportunities for investment in local employment through the provision of workspace. Effects are also partly unknown and remain dependent upon site specific proposals. - A very small proportion of the area overlaps with parts of open spaces Land adjacent to Brislington Brook to east of Bath Road and Land at Brislington Meadows. These spaces are largely proposed to be retained as Reserved Open Space through the new Local Plan. These spaces and the new open spaces the policy states should be provided within the area have the potential to maintain/improve positive well-being and healthy lifestyles (SA Objective 6, DMC13). As half of the area falls within an AQMA, future occupants/users of development within the AGR could be subject to relatively poor air quality, which would therefore require appropriate mitigation. Given the potential for new residents to be affected by poor air quality that is no conducive with good public health an overall unknown, negative effect is recorded for SA Objective 6. - There is no educational provision within the AGR itself. However, there is a primary school, secondary school and sixth form college (including Holymead Primary School and Oasis Academy Brislington) within 500m of the boundary; and as such, this policy is considered to generate positive effects for SA Objective 7 (DMC16) as it is considered that there is a high level of physical accessibility to this facility. In addition, the policy text seeks to strengthen pedestrian and cycle links through the area, including to the local schools and the proposed new community at Bath Road. These requirements could support improved access to educational services as development is delivered in the area. - This policy is expected to produce positive effects for SA Objective 8 where development is required to provide high quality workspace including for a range of business uses (DMC17). Furthermore, where redevelopment involves sites currently or recently used for business, an appropriate form and amount of new workspace should be incorporated as part of a mix of uses. Although the supporting text of the policy states that the estimated provision for industry or distribution space in the area is 1,200m², the sector type of employment/business use is not specified within the policy text. Therefore, effects of the policy are uncertain for DMC18. However, provision of high-quality workspaces could support: creative, cultural and digital industries; and financial, business and legal ‘tech’ services as defined within the Local Industrial Strategy. As the AGR is located in an area where a high proportion of working-age population are involuntarily unemployed, it is also considered that this policy could generate positive effects for DMC19. The extent to which Policy DS9 would support delivery of carbon neutral employment space is uncertain, although the site itself is accessible by sustainable transport modes and this could serve to encourage a shift from unsustainable modes of travel to places of employment (DMC21). - A very small percentage of the AGR is located within the Brislington Conservation Area around Church Hill and Glenarm Road. There are also a number of Grade II listed buildings dispersed across the area. As such, there remains potential for impact of development on the historic environment (SA Objective 10, DMC24), including the setting of the listed assets and the wider Conservation Area. Effects are also partly unknown and remain dependent upon site specific proposals. - A small percentage of the AGR is located within a SNCI (Brislington Meadows). The close proximity to this biodiversity site means there is the potential for development to result in negative effects in relation to SA Objective 11 in the absence of appropriate and proportionate ecological mitigation (DMC25). The delivery, scale and location of any net gain in biodiversity is subject to future development proposals and therefore remains uncertain (DMC26). - As the policy references the requirement for development to include GI and public realm improvements, it is considered that there is potential for positive effects in relation to SA Objective 12 (DMC27). However, effects are partly uncertain as the nature of such improvements, and their integration with the existing GI network, remains contingent upon detailed design. - The AGR displays low-moderate levels of accessibility. Whilst Bath Road is a strategic corridor into the city, walking routes and cycling routes in Brislington are relatively poor. There are a number of public transport services available along Bath Road, including the 96, 178, 349, 435, 668, A4 and X39. However, the policy text requires development in the area to be supported by public transport enhancements, enhanced connectivity with surrounding areas, cycle provision, pedestrian improvements and local highway improvements which could have positive effects for Objectives 13 (DMC28) and 14 (DMC31). - Although a relatively small area of land within the AGR adjacent to Brislington Brook is located within Flood Risk Zones 2 and 3, flood risk within the wider AGR is considered to be low overall. While the exact location of new development within the AGR boundary is unknown, it is considered that the potential for effects of development/regeneration for local flood risk is therefore relatively low. The use of SUDS as set out by flood risk Policy FR1 could help provide appropriate mitigation for any adverse surface water flood risk at the site. Given that the location of development in relation to the relatively small area of flood risk within the AGR, is unknown, an overall unknown effect is recorded for SA Objective 15. - While the AGR is not adjacent to any groundwater protection zones, the AGR could be affected by/could contribute to the water quality of the Brislington Brook source to River Avon, which presently has a chemical status of ‘fail’. However, construction management plans should help prevent detrimental impacts as new development occurs. Effects against SA Objective 16 (DMC34) are unknown. Moreover, the extent to which this policy would deliver a high standard of sustainable design and construction through minimising resource use, energy efficiency and waste production is unknown (DMC35 and DMC36); this remains dependent upon the nature of detailed design proposals and compliance with other draft Local Plan policies in relation to climate change and sustainability (NZC1-NZC5). - As set out above, the AGR is located within an existing AQMA and as such it is considered that this may cause undue exposure of new development and its future occupants to high levels of existing pollutants (SA Objective 17, DMC38). However, the effects of development are also partly unknown, and remain dependent upon the type of development, alongside the availability and usage of sustainable and/or active travel modes for new development/regeneration to limit the impact of vehicular emissions, alongside any proposed mitigation delivered under Policy HW2. - The AGR does not lie within the Bristol Heat Network identified by the Bristol City Leap which otherwise might present opportunities to promote the use of low carbon and decentralised energy sources. An unknown effect is therefore recorded for SA Objective 18 (DMC40) given that achieving higher levels of energy efficiency and promoting energy use from more sustainable sources will mostly be dependent upon the design of new development and the decision making of new residents.
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Policy DS10 Changes to the Green Belt in South Bristol

Policy DS10 sets out that the Green Belt areas in Bristol will be retained with boundaries revised to reflect exceptional circumstances.

This policy has been subject to a number of updates since the Draft Local Plan March 2019 Consultation version. This includes the removal of reference to Land at Bedminster Down for removal from the Green Belt. An overview of the context for and approach of the policy as included in the Bristol Local Plan Pre-Submission Publication Version (November 2023) is set out below.

In March 2019, the Joint Spatial Plan set out the Green Belt for the West of England. This was informed by a Green Belt Review prepared in support of the JSP in November 2015³. Whilst it noted the very limited level of Green Belt within the Bristol boundary, the Review identified that:

- In the south east of the City, Green Belt was considered to make a major contribution or contribution to four of the five purposes of the Green Belt, excluding the ability to preserve the setting and special character of historic towns.
- In the south west of the City, the same overall assessment was recorded; however, in the Stage 2 assessment⁴, the land was considered to only make a limited contribution or contribution to four of the five purposes.

In the south east of the City, the current Local Plan sets out that the land in the Green Belt acts as a contingency for meeting future housing needs. A Strategic Development Location at Bath Road, Brislington was included within the publication draft of the JSP for a total of 750 units. Policy DS12 of the Bristol Local Plan Pre-Submission Publication Version (November 2023) sets out the New Neighbourhood at Bath Road.

In the south-west of the City, two sites are identified for removal from the Green Belt which constitute 'non-strategic growth' on land inside the South Bristol Link road. These sites, Land at Ashton Gate and Land adjacent to Elsbet Drive, amount to around 650 homes. Policy DS11 of the Bristol Local Plan Pre-Submission Publication Version (November 2023) sets out the allocation of these sites. The appraisal of these site allocations is considered separately in this report, through the appraisal of Policies DS11 and DS12.

The principle of Green Belt release and protection, and the reasonable alternatives associated with this, have been assessed within Section 5 of the Main Report.

³ JSP Green Belt Assessment Stage 1 (November 2015)

⁴ JSP Green Belt Assessment Stage 2 (November 2016)

Policy DS11 Development allocations – southwest Bristol

In the context of changes proposed to the Green Belt, as set out in Policy DS10 above, Policy DS11 introduces new development allocations for housing in the Green Belt located in southwest Bristol; these sites are specified as follows:

- Land at Ashton Gate – 500 homes (as set out in the policy supporting text); and
- Land adjacent to Elsbert Drive, Bishopsworth – 150 homes (as set out in the policy supporting text).

Key sustainability issues for these sites are as follows:

- Both sites are currently designated as Green Belt and are greenfield in nature.
- Elsbert Drive, is located in an area which is not considered to be highly deprived. Land at Ashton Gate, however, is located within an area of high deprivation (based on 2019 IMD Data). This is similarly the case for proportions of people who are involuntarily unemployed, where Elsbert Drive is within an area that does not exhibit high rates of unemployment, whereas Land at Ashton Gate is in an area of higher unemployment (2019 IMD Data).
- Neither of the development allocations within the Green Belt are within an AQMA.
- Neither of the development allocations are within a Conservation Area or contain Listed Buildings.
- In terms of ecological designations:
 - Land at Elsbert Drive does not overlap within any local or national ecological designations. However, it falls within a SSSI Impact Zone, for which the statutory nature conservation bodies are required to be consulted for industrial-type development applications.
 - Land at Ashton Gate is adjacent to the Ashton Vale Fields SSSI. This site also falls within a SSSI Impact Zone for which residential development of 100 units or more requires consultation with the statutory nature conservation bodies.
- Neither of the development allocations is occupied by allotments.
- Flood risk at Elsbert Drive is considered to be low. Land at Ashton Gate is subject to high levels of risk associated with Longmoor Brook in the north; this results in areas of Flood Risk Zone 3b around the brook, more extensive areas of Flood Zone 2 and higher levels of surface water flood risk across the site.
- In terms of Agricultural Land Classification, both sites contain Grade 3 land. Land at Ashton Gate is comprised of Grade 3 Agricultural Land, whereas Land at Elsbert Drive contains around a third Urban Land Classification.
- Land at Elsbert Drive is not within the Bristol Heat Network area, however part of the site at the Land at Ashton Gate is within this area.

This policy has been subject to a number of minor updates since the Draft Local Plan March 2019 Consultation version. This includes removal of reference to Yew Tree Farm and requirements relating to affordable housing and community-led / self-build homes. An overview of the policy as included in the Bristol Local Plan Pre-Submission Publication Version (November 2023) is provided as follows.

- Policy DS11 includes the following requirements: Land at Ashton Gate and Land adjacent to Elsbert Drive, Bishopsworth are to be removed from the Green Belt and allocated as growth

areas for new homes, with detailed development considerations to be provided in a future version of this Local Plan following consultation; and

- The supporting text recognises that Land at Ashton Gate has planning permission for 500 homes, and the estimated capacity of Land adjacent to Elsbet Drive is 150 homes.

The policy supporting text also states that if North Somerset Council resolves to take a similar approach to Green Belt land inside the South Bristol Link within its administrative area as part of its Local Plan review, then Bristol City Council will seek to engage with North Somerset in exploring a comprehensive approach, including any required safeguarding of corridors for transport infrastructure.

Policy DS11 Development allocations – southwest Bristol

SEA Theme	SA Framework Objective	D-M Criteria	Policy DS11						Suggested Appropriate Mitigation (AM) / Policy Cross-reference (CR) / opportunity to maximise benefit (MB)	
			Significance of Effect (0/+/- / ?)			Direct (D) or Indirect (I)	Temporary (T) or Permanent (P)	Spatial Scale of Effect		Receptors (R) and/or affected groups (AGs)
			Short	Med	Long					
Population, Housing and Communities	1.To ensure an adequate and diverse supply of housing that is affordable to everyone	DMC1 DMC2 DMC3 DMC4	++/?	++/?	++/?	D	P	Local and City-wide.	R: Local housing market, Bristol’s population; AG: Bristol’s population.	n/a
	2. Promote the conservation and wise use of land, maximising the reuse of previously developed land	DMC5 DMC6 DMC7	--/?	--/?	--/?	D	P	Local	As above, plus: R: Green Belt land; AG: Local businesses.	AM: Set out the specific exceptional circumstances case for the release of these two specific sites from the Green Belt and consider Green Belt compensatory measures.
	3. Ensure easy and affordable access to key services	DMC8	?	?	?	D	Both	Local	R: Bristol’s local economy; Bristol’s population; AG: Local businesses.	MB: Consider whether provision of mixed-use development which is proportionate to the scale of the proposed development allocations could be required or refer to walking and cycling connectivity to nearby centres (particularly for Land at Ashton Gate).
	4. Increase participation in cultural and community activities	DMC9	?	?	?	I	Both	Local	AG: Bristol’s population.	n/a
Health and Inequalities	5. To reduce poverty and income inequality and improve the quality of life for those living in areas of concentrated disadvantage	DMC10 DMC11	+/?	+/?	+/?	I	Both	Local and City-wide.	R: Built environment. AG: Bristol’s population.	n/a
	6. To reduce health inequalities and promote healthy lifestyles across the city	DMC12 DMC13 DMC14	?	?	?	Both	Both	Local and City-wide	R: Public health. AG: Bristol’s population.	n/a
	7. Ensure access to education and learning for all sections of society	DMC15 DMC16	+/?	+/?	+/?	Both	Both	Local.	R: Bristol’s population. AG: All groups.	n/a
Economy and Employment	8. To support the economy and ensure that there are suitable opportunities for employment	DMC17 DMC18 DMC19 DMC20 DMC21	?	?	?	I	Both	Local and City-wide	R and AG: Local businesses, Bristol’s population; Local economy.	n/a
	9. Ensure access to a range of shopping facilities for all sections of society	DMC22 DMC23	?	?	?	I	Both	Local.	R: Bristol’s local economy; Bristol’s population. AG: Local businesses.	n/a
Townscape and Landscape	10. To ensure the protection and enhancement of the historic environment and its setting	DMC24	?	?	?	I	P	Local and City-wide	R: Cultural heritage; built environment; designated heritage assets; AG: Bristol’s population.	n/a
	11. To ensure the protection and enhancement of biological and geological assets and improve the quality of wildlife habitats	DMC25 DMC26	?	?	?	I	P	Local; City-wide; trans-boundary	R: Local wildlife and biodiversity; natural environment; AG: Bristol’s population; wildlife.	AM: Reference need to conserve and enhance ecological networks associated Land North of Ashton Vale Fields wildlife corridor, Land South East of Colliter’s Brook wildlife corridor and Ashton Vale SNCI.
	12. To ensure the protection and enhancement of green and blue infrastructure and ensure access to a variety of open space and recreation	DMC27	?	?	?	D	P	Local; City-wide; trans-boundary	As above.	n/a
Transport and Movement	13. To encourage a demonstrable modal shift and reduce the need to travel	DMC28 DMC29	?	?	?	I	Both	Local and City-wide.	R: Public health; natural environment; AG: All groups	n/a
	14. To maintain and improve the existing highway network	DMC30 DMC31	?	?	?	D	P	Local; City-wide; trans-boundary	R and AG: Highway network; public health; Bristol and North Somerset’s population; natural environment	AM: Strengthen accessibility to local public transport routes and provide enhanced connectivity with surrounding areas, cycle provision, pedestrian route improvements and local highway improvements..
Climate, Energy and Waste	15. To reduce the risk of flooding from all sources	DMC32 DMC33	-/?	-/?	-/?	Both	Both	Local; City-wide; trans-boundary	R: Natural environment (water); AG: Bristol’s population; local wildlife.	MB: Include reference to latest climate change projections for flood risk. AM: Require sequential test to ensure development is located outside of the current and future floodplain of the Longmoor Brook.
	16. Sustainably manage natural resources, including water demand and quality and reducing waste being landfilled	DMC34 DMC35 DMC36 DMC37	?	?	?	D	Both	Local and City-wide	R: Natural environment (water and land); AG: Bristol’s population; local wildlife.	AM: Acknowledge location on Grade 3 Agricultural land and loss of existing food growing space, by including requirements for provision of new allotment or food growing land within new proposals.
	17. Minimise air and noise pollution	DMC38	?	?	?	I	Both	Local; City-wide; trans-boundary	R: Localised air quality; biodiversity; public health; built environment; AG: Bristol’s population; local wildlife.	n/a
	18. To maximise the potential for energy efficiency, reduce greenhouse gas emissions and ensure that the built and natural environment and its communities can withstand the effects of climate change	DMC39 DMC40 DMC41 DMC42	+/?	+/?	+/?	D	Both	Local; City-wide; trans-boundary	R: Natural environment (water); AG: Bristol’s population; local wildlife.	n/a

Evaluation of Effects	Scale of effects: The scale of effects of this policy would be predominantly attributable to the two sites set out for allocation, however the principles behind this policy would likely have effects upon adjacent land and key receptors, such Ashton Fields SNCI. There is potential for positive cumulative effects within the area, for example the provision of homes. Consideration should be given to the cumulative impacts including in relation to the local transport network and accessibility to public transport; accessibility to local employment; green infrastructure and ecological designations such as the SNCI; flood risk associated with Longmoor Brook; and loss of Grade 3 Agricultural Land (at Ashton Gate) and provision of Green Belt compensatory measures at this location. Social, economic and environmental effects: • The policy text does not propose a defined capacity for either site. While the estimated capacity set out in the supporting text (totalling 650 homes) would contribute substantially to local housing need, the significant positive effect recorded for SA Objective 1 (DMC1) is partly unknown. The policy does not set the required level of affordable homes for either site, but it is expected that Policy AH1 will help deliver the required level of affordable housing within Bristol, including at both sites (DMC2). Furthermore, the policy does not address the delivery of different types or tenures of housing or the delivery of community housing and therefore unknown effects are recorded for DMC3 and DMC4. The unknown nature of the effect recorded also reflects the fact that site specific proposals will influence the mix of homes provided at both sites. • It is considered that this policy could result in significant negative effects for SA Objective 2 (DMC5). As both sites are sited on greenfield land within the Green Belt and include classified agricultural land. Development could produce negative effects for DMC7. As these sites are within the Outer Urban Area, Policy UL2 requires a density of 60dph; however, this is unlikely to generate positive effects in relation to the conservation or efficient use of land (DMC6). • There is no provision of services within the boundary of the Green Belt development allocations themselves. Whilst Elsberty Drive is located approximately 800m from St Peter's Rise Local Centre in Bishopsworth, Land at Ashton Gate is beyond 800m from any centre. A mixed and largely uncertain effect is therefore recorded for Objective 3 (DMC8) and Objective 9 (DMC23). The policy text could consider whether provision of mixed-use development which is proportionate to the scale of the proposed development allocations could be required or refer to walking and cycling connectivity to nearby centres. • Neither of the Green Belt sites contain community facilities and access to these types of provisions in the surroundings is uncertain. The policy text does not include the requirement for the development of new community facilities and overall an unknown effect is recorded in relation to SA Objective 4 (DMC9). • The policy has the potential to produce positive effects against SA Objective 5 (DMC10 and DMC11), as Land at Ashton Gate is located within the top 30% of the most deprived areas within England (based on 2019 IMD Data). Development of this site therefore has the potential to transform the built environment via delivery of residential development and any associated infrastructure including sustainable transport linkages or public realm improvements. However, effects are also partly unknown and remain dependent upon details such as the design and the scale of development delivered. For Land at Elsberty Drive, sustainability effects against this SA Objective are considered to be neutral given that the site is located within an area of lower deprivation. • Both of the sites proposed for residential development are located within 400m of an existing area of open space, including Bedminster Down Common, which is proposed to be retained as Local Green Space within the new Local Plan. Whilst the locational adjacency of the proposed allocations to these areas of open space has the potential to maintain/improve positive well-being and healthy lifestyles, it is not clear how open space will be provided on site at this stage. Neither site proposed under Policy DS11 are located within an existing AQMA, and as such, it is considered that future occupants/users of development could be subject to relatively good air quality relative to other areas for development within the City. Although the provision of homes could have health benefits, development would result in the loss of green space, and therefore effects are overall uncertain. • There are no educational establishments within the development allocations themselves. However, both of the proposed sites are located within acceptable walking distances of an educational establishments (early years' facility, a primary and secondary school) and as such this policy is considered overall to generate positive effects for SA Objective 7 (DMC16) as it is considered that there is a high level of physical accessibility to such facilities. For Ashton Gate, however, access to the nearest secondary school (Ashton Park School) would be across strategic road infrastructure and any development of the site would need to provide appropriate walking and cycling links towards this education facility for positive effects to be recorded. • As the policy specifies the sites for residential development as opposed to mixed use development, effects are unknown for SA Objective 8. However, as Land at Ashton Gate within an area with the 30% highest unemployment rates, development of good walking, cycling and public transport links to surrounding employment sites may contribute positively to this objective but it is not clear if or how this would be provided at this stage. • Neither of the sites for residential development under Policy DS11 are located within a designated Conservation Area or contain any listed features within their respective site boundaries. Effects relating to local character (SA Objective 10) are unknown until the detailed design and delivery phase. • There are varying levels of ecological designations across the two sites including the Ashton Gate site's adjacency to Ashton Vale SNCI and location within a SSSI Impact Zone. There is potential for negative effects for SA Objective 11 in the absence of appropriate and proportionate ecological mitigation (DMC25). The delivery, scale and location of any net gain in biodiversity is subject to future development proposals and therefore remains uncertain but would be required under policy BGI3 (DMC26). • As the policy does not include detailed development requirements, including GI and public realm improvements, sustainability effects for SA Objective 12 (DMC27) are unknown at this stage, including any integration with the existing GI network. • The proposed development allocations have relatively similar levels of accessibility. Land at Ashton Gate is better served by public transport as it is adjacent to the new Metrobus Route (M2 Long Ashton Park and Ride to City Centre). Land at Elsberty Drive has reasonable levels of accessibility via Highbridge Green, with some local cycling connectivity. Neither of development allocations are served by rail infrastructure or are in close proximity to a train station. To encourage a modal shift and reduce the need to travel, the development of the sites could incorporate some provision of local workspaces alongside residential uses, new walking and cycling routes to connect to adjacent neighbourhoods and the wider cycle network, improved accessibility to existing public transport provision and green infrastructure enhancements (DMC28). The supporting text to the policy indicates that, should North Somerset Council take a similar approach to Green Belt land within the South Bristol Link road, then Bristol City Council will seek to engage with North Somerset and require safeguarding of corridors for transport infrastructure. Overall, unknown effects are recorded for SA Objectives 13 and 14. • Land at Ashton Gate includes some areas adjacent to Longmoor Brook and Colliter's Brook within Flood Risk Zones 2 and 3, however, flood risk across Land at Elsberty Drive is considered to be low overall. While the design of new development within the sites is unknown until a later stage, it is considered that the potential for effects of development in relation to local flood risk is therefore relatively low for Land at Elsberty Drive. On balance, given the potential for new development to be adversely affected by flood risk at the Land at Ashton Gate site, an overall negative effect is expected in relation to SA Objective 15. The use of SUDS as set out by flood risk Policy FR1 could provide appropriate mitigation for any adverse surface water flood risk at the site and the overall effect is partly unknown. • Given that the areas set out for development are not adjacent to vulnerable water bodies or groundwater protection zones, effects against DMC34 are neutral. Whilst development in the Green Belt would reduce carbon fixing, the extent to which this policy would deliver a high standard of sustainable design and construction through minimising resource use, energy efficiency and waste production is unknown until implementation of development and compliance with other policies (NZC1 to NZC5) as such effects against DMC36 are unknown. The sites do currently include agricultural land that could be used for food production, this could be mitigated through the provision of food growing spaces e.g. allotments being incorporated in future development proposals, which is unknown at this stage. • As set out above, the sites are not located within an existing AQMA. As such, it is considered that the sites would not cause undue exposure of new development and its future occupants to high levels of air pollution (SA Objective 17, DMC38). The effects of development are also partly unknown, and remain dependent upon the design of development, alongside the availability and usage of sustainable and/or active travel modes for new development/regeneration to limit the impact of vehicular emissions, alongside any proposed mitigation delivered under Policy HW2. • Given that Land at Ashton Gate is located partly within the Bristol Heat Network area, it is considered that there could therefore be opportunities for the use of low carbon and decentralised energy sources (SA Objective 18, DMC40), which would generate positive effects.
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Policy DS12 New neighbourhood – Bath Road, Brislington

In the context of changes proposed to the Green Belt, as set out in Policy DS10 above, Policy DS12 sets out that development to the east of Brislington has the potential to be effectively integrated into the rest of the built up area and to be coordinated with urban regeneration in Brislington (Policy DS9).

Key baseline and sustainability issues associated with the site are defined as follows:

- The site is located within an area of high deprivation and is an area that has a high proportion of working-age population who are involuntarily unemployed (based on 2019 IMD Data);
- A very small proportion of the site is located within an AQMA;
- The site is within 400m of a number of open spaces including Stockwood Open Space and Land at Brislington Meadows;
- A very small proportion of the GRA overlaps with the Avon Valley Conservation Area. There are no listed buildings within the site, however the area is adjacent to the Grade II* Listed Brislington House Registered Park and Garden;
- The site is adjacent to Stockwood Open Space which is designated as a Local Nature Reserve and SNCI;
- The site comprises 56% Grade 3 agricultural land, and approximately 6% of the site overlaps with existing allotment land;
- A secondary school educational establishment (Oasis Academy Brislington) is located within 800m of the GRA; and
- The site is predominantly located within Flood Risk Zone 1 with areas of Flood Risk Zone 2 adjacent to Scotland Bottom Brook. There are areas of high and medium surface water risk that cover small areas of the site.

The supporting text for Policy DS12 sets out that development of the site would amend the Green Belt boundary in this location with the capacity of the site stated as being between 500 and 750 homes. The main policy text sets out that affordable and community-led / self build housing should be provided at the site in line with the relevant policies of the plan (AH1 and H5). Policy DS12 sets out that the development should achieve the following:

- 35% of the new homes in the form of affordable housing; and
- 5% of the new homes in the form of community-led / self-build homes.

This policy includes a greater level of detail than the Draft Local Plan March 2019 Consultation version given the context was previously set out by the JSP, however the spatial coverage remains the same. An overview of the policy as included in the Bristol Local Plan Pre-Submission Publication Version (November 2023) is provided as follows. Development of the site is required by Policy DS12 to accord with a number of development principles:

- Development should be supported by appropriate local and strategic transport infrastructure, including to promote active modes of travel. This is to include some land-take across the frontage on the A4 to allow for a mass transit and an improved walking and cycling corridor;

- Important trees, hedgerows and other green infrastructure should be retained and a new linear park should be created at Scotland Bottom;
- Development should provide Biodiversity gain in accordance with other policies and any legal requirement;
- Contribution should be made to essential infrastructure provision including provision of primary school places off-site; and
- Existing allotments on Bath Road should be retained in allotment use. Any development should ensure that there are no adverse impacts on allotment use.

The policy supporting text outlines that there is potential to relocate the existing Brislington Park & Ride to land near Hicks Gate Roundabout within Bath and North East Somerset in order to facilitate this strategic development location. The policy also sets out that there will be public consultation on a detailed framework or masterplan for the development of this area.

Policy DS12 New neighbourhood – Bath Road, Brislington

SEA Theme	SA Framework Objective	D-M Criteria	Policy DS12					Direct (D) or Indirect (I)	Temporary (T) or Permanent (P)	Spatial Scale of Effect	Receptors (R) and/or affected groups (AGs)	Suggested Appropriate Mitigation (AM) / Policy Cross-reference (CR) / opportunity to maximise benefit (MB)
			Assessment of Significance of Effect (0/+/-/?)									
			Short	Med	Long							
Population, Housing and Communities	1.To ensure an adequate and diverse supply of housing that is affordable to everyone	DMC1 DMC2 DMC3 DMC4	++/?	++/?	++/?	D	P	Local and City-wide.	R: Local housing market, Bristol’s population; AG: Bristol’s population.	n/a		
	2. Promote the conservation and wise use of land, maximising the reuse of previously developed land	DMC5 DMC6 DMC7	--/?	--/?	--/?	D	P	Local	As above, plus: R: Green Belt land; AG: Local businesses.	AM: Set out exceptional circumstances case for the release of the site from the Green Belt. Consider Green Belt compensatory measures.		
	3. Ensure easy and affordable access to key services	DMC8	+/?	+/?	+/?	D	Both	Local	R: Bristol’s local economy; Bristol’s population AG: Local businesses.	n/a		
	4. Increase participation in cultural and community activities	DMC9	?	?	?	I	Both	Local	AG: Bristol’s population.	n/a		
Health and Inequalities	5. To reduce poverty and income inequality and improve the quality of life for those living in areas of concentrated disadvantage	DMC10 DMC11	++/?	++/?	++/?	I	Both	Local and City-wide.	R: Built environment. AG: Bristol’s population.	n/a		
	6. To reduce health inequalities and promote healthy lifestyles across the city	DMC12 DMC13 DMC14	0/?	0/?	0/?	Both	Both	Local and City-wide	R: Public health. AG: Bristol’s population.	n/a		
	7. Ensure access to education and learning for all sections of society	DMC15 DMC16	+	+	+	Both	Both	Local and City-wide	R: Bristol’s population. AG: All groups.	n/a		
Economy and Employment	8. To support the economy and ensure that there are suitable opportunities for employment	DMC17 DMC18 DMC19 DMC20 DMC21	0/?	0/?	0/?	I	Both	Local and City-wide	R and AG: Local businesses, Bristol’s population; Local economy.	n/a		
	9. Ensure access to a range of shopping facilities for all sections of society	DMC22 DMC23	+/?	+/?	+/?	I	Both	Local.	R: Bristol’s local economy; Bristol’s population; AG: Local businesses.	n/a		
Townscape and Landscape	10. To ensure the protection and enhancement of the historic environment and its setting	DMC24	?	?	?	I	P	Local and City-wide	R: Cultural heritage; built environment; designated heritage assets; AG: Bristol’s population.	n/a – mitigation addressed by other Local Plan policies.		
	11. To ensure the protection and enhancement of biological and geological assets and improve the quality of wildlife habitats	DMC25 DMC26	-/?	-/?	-/?	I	P	Local; City-wide; trans-boundary	R: Local wildlife and biodiversity; natural environment; AG: Bristol’s population; wildlife.	n/a – mitigation addressed by other Local Plan policies.		
	12. To ensure the protection and enhancement of green and blue infrastructure and ensure access to a variety of open space and recreation	DMC27	+/?	+/?	+/?	D	P	Local and City-wide; trans-boundary	As above.	n/a		
Transport	13. To encourage a demonstrable modal shift and reduce the need to travel	DMC28 DMC29	+/?	+/?	+/?	I	Both	Local and City-wide.	R: Public health; AG: Bristol’s population.	n/a.		
	14. To maintain and improve the existing highway network	DMC30 DMC31	+/?	+/?	+/?	D	P	Local; City-wide; trans-boundary	R: Bristol’s highway network; public health; Bristol’s population.	AM: Set out the implications of relocating the Park and Ride.		
Climate, Energy and Waste	15. To reduce the risk of flooding from all sources	DMC32 DMC33	?	?	?	Both	Both	Local; City-wide; trans-boundary	R: Natural environment (water); AG: Bristol’s population; local wildlife.	MB: Consider opportunities for maximising green infrastructure associated with Scotland Bottom.		
	16. Sustainably manage natural resources, including water demand and quality and reducing waste being landfilled	DMC34 DMC35 DMC36 DMC37	?	?	?	D	Both	Local; City-wide; trans-boundary	R: Natural environment (water and land); AG: Bristol’s population; local wildlife.	n/a		
	17. Minimise air and noise pollution	DMC38	?	?	?	I	Both	Local; City-wide; trans-boundary	R: Localised air quality; biodiversity; public health; built environment; AG: Bristol’s population; local wildlife.	n/a		
	18. To maximise the potential for energy efficiency, reduce greenhouse gas emissions and ensure that the built and natural environment and its communities can withstand the effects of climate change	DMC39 DMC40 DMC41 DMC42	?	?	?	D	Both	Local; City-wide; trans-boundary	R: Natural environment (water); AG: Bristol’s population; local wildlife.	n/a		
Evaluation of Effects	Scale of effects: The scale of effects of this policy would be predominantly attributable to the Bath Road area set out for allocation and the immediate surroundings. There is potential for positive effects within the area, for example the provision of housing including affordable homes. The development of site needs to be considered in the context of development and regeneration within the Brislington GRA to the west. Development at this location provides opportunities to achieve integration of development and benefit from the provision of new infrastructure, services and facilities. However, they will also result in higher overall levels of greenfield land take. In this context, consideration should be given to the impact of development on the local and strategic transport network; accessibility to local employment and local centres; green infrastructure enhancement and ecological designations such as the adjacent Stockwood Open Space; flood risk associated with the Scotland Bottom Watercourse and provision of Green Belt compensatory measures at this location.											

	Social, economic and environmental effects: • The policy sets out the development of the site to provide a new neighbourhood of residential led mixed-use development. The supporting text of the policy states that the capacity of the site is between 500 and 750 homes and it is considered that this policy could have significant positive effects for SA Objective 1 (DMC1). By requiring 35% of the new homes to be in the form of affordable housing and 5% of the new homes should be community-led and/or self-build homes, this policy is considered to produce significant positive effects for the provision of housing of mixed type, alternative methods of delivery and housing for the needs of the wider community (DMC2, DMC3 and DMC4). Effects are also partly unknown and remain dependent upon site-specific proposals. • It is considered that Policy DS12 could provide significant negative, unknown effects for SA Objective 2 (DMC5). Given the predominantly greenfield and Green Belt nature of this site and its agricultural land classification, development of this site could produce significant negative effects for DMC7. Being sited within the Outer Urban Area, Policy UL2 requires that residential development density be 60dph, however this would not generate positive effects or promote the conservation or efficient use of land (DMC6). • There is no existing provision of services within the site boundary. Brislington Local Centre is within 800m of the site, however, walking routes are poor along the busy A4 Bath Road and beyond areas of industrial uses. The policy requires that provision is made through the development for mass transit and an improved walking and cycling corridor which is likely to help mitigate issues relating to accessibility. Furthermore, the delivery of development is expected to provide opportunities for integration with the Brislington AGR which would likely support improved access to services and facilities and retail in the wider area. Overall, unknown, positive effects are expected for the policy in relation to SA Objectives 3 and 8. • There is no provision of formal community facilities within the site boundary. This policy is considered to produce unknown effects for SA Objective 4 (DMC9), as the policy text itself does not include the requirement for the development of new community facilities. • It is considered that this policy has the potential to produce significant positive effects for SA Objective 5 (DMC10 and DMC11). The Bath Road development location is within the top 10% of the most deprived areas within the England (based upon 2019 IMD Data). Development of this site therefore has the potential to transform the built environment via delivery of residential-led mixed use development and any associated infrastructure including sustainable transport linkages or public realm improvements. Effects are also partly unknown and remain dependent upon site-specific proposals. • Bath Road is located within 400m of existing areas of open space including Stockwood Open Space and Land at Brislington Meadows. The site is also within 800m of Victory Park, which is proposed to be retained as Local Green Space within the new Local Plan. Furthermore, the policy requires that development at the site incorporates a new linear park at Scotland Bottom. It is considered that the adjacency of these existing areas of open space and the policy requirement to provide a new park within the site has the potential to maintain/improve positive well-being and healthy lifestyles (SA Objective 6, DMC13). A part portion of the site is located within an existing AQMA, and as such, it is considered that future occupants/users of development could be subject to relatively poor air quality (DMC12), subject to proposed mitigation and the siting of development. Although the provision of homes could have health benefits, this would result in the loss of green spaces. Overall, an unknown, neutral effect is expected in relation to SA Objective 6. • Bath Road is located adjacent to a secondary school (Oasis Academy) but not within 800m of a primary school. Policy DS12 requires that development at the site makes contributions to the provision of primary school places off-site which will help to mitigate this issue, this was not included within the Draft Local Plan March 2019 Consultation version, and so the appraisal is no longer unknown, positive. Instead, the policy is considered to have positive effects for SA Objective 7 (DMC15 and DMC16). • As the policy specifies the that site will be developed for a residential-led mix of uses, there is some potential for the incorporation of employment space within the site however this is not detailed further. Bath Road is one of the highest areas of unemployment in the City and any employment provision at the site would be of particular value to the area. Unknown and uncertain effects are therefore expected for SA Objective 8. • A small portion of the site is located within a designated Conservation Area (Avon Valley), and as such there is some potential for impact of new development on the historic environment (SA Objective 10, DMC24). While the site does not contain any listed features within its proposed boundary, the site is proximate to the Grade II* Brislington House Registered Park and Garden (located beyond the A4 Bath Road to the north) and as such there is some potential for impacts on the historic setting of this asset. Effects of Green Belt release on the historic form of Bristol should also be considered here. Effects are considered uncertain and subject to details of mitigation which would be set out as part of detailed design of any proposals for the site. • The site is adjacent Stockwood Open Space, which is designated as both a Local Nature Reserve and SNCI. There is the potential for negative effects for SA Objective 11 (DMC25) in the absence of appropriate and proportionate ecological mitigation. Part of the site falls within the woodland strategic network within the Nature Recovery Networks and there is potential for greenfield land take at this location to result in adverse effects on undesignated habitats. The policy does make specific reference to the need for the development to deliver biodiversity net gain however, scale and location of any net gain in biodiversity is subject to future development proposals and therefore remains uncertain (DMC26). • The policy requires that important trees, hedgerows and other green infrastructure are retained at the site and that a new linear park is delivered at Scotland Bottom. This is likely to support the protection and potential enhancement of the green infrastructure network in the area. Therefore, positive effects are expected in relation to SA Objective 12 (DMC27). Furthermore, the policy sets out that the existing allotment land would be required to be safeguarded and it is considered that the policy would also likely produce some positive effects for SA Objective 16 (DMC37) through ensuring future food growing provision. Both effects are partly unknown depending upon the specific designs of any proposals that come forward for the site. This was not part of the policy within the Draft Local Plan March 2019 Consultation version, and so the appraisal has changed. • The site presently displays moderate levels of accessibility. Whilst Bath Road is a strategic corridor into the City, existing walking routes and cycling routes in Brislington are relatively poor, and vehicular accessibility between Bristol and Bath is considered to be poor. There are a number of public transport services available along Bath Road, including the 349, A4, X39, 435, SB1,178 and 668. The policy requires that development is supported by appropriate local and strategic transport infrastructure to address the impact of the development with some land take to be required along the frontage on the A4 to allow for a mass transit and improved walking and cycling corridor. It is likely that these requirements will support improved accessibility for new and existing residents in the surroundings (including by active modes and public transport) and improvements to the existing highway network. Therefore, unknown, positive effects are recorded for SA Objectives 13 (DMC28) and 14 (DMC31). This was not part of the policy within the Draft Local Plan March 2019 Consultation version, and so the appraisal has changed. • Flood risk across the proposed site is considered to be low overall. Only a small portion of the site to the south east by Scotland Bottom is within Flood Zone 2 and 3. The policy requires that this portion of the site is incorporated as a linear park which will help to reduce the potential for new development being located within areas of higher flood risk. However, there are areas of medium and high surface water flood risk scattered across the site. Whilst it is considered that the potential for effects of development for local flood risk is therefore relatively low, the use of SUDS as set out by flood risk Policy FR1 is likely to be required to ensure appropriate mitigation for any surface water flood risk at the site. Overall an unknown effect is recorded in relation to SA Objective 15. • The site is not adjacent to any groundwater protection zones. However, it is adjacent to part of the Bristol Avon (By Bk to Netham Weir) which presently has a chemical water status of ‘fail’. The development of land adjacent to this waterbody could contribute to continued poor water quality, however, construction management plans should help prevent detrimental impacts as new development occurs. Effects against SA Objective 16 (DMC34) are therefore partly uncertain. Whilst development in the Green Belt would reduce carbon fixing, the extent to which this policy would deliver a high standard of sustainable design and construction through minimising resource use, energy efficiency and waste production is unknown until implementation of development and compliance with other policies (NZC1 to NZC5). Requiring retention of the allotments could result in positive effects for DMC37 by supporting sustainable urban food production. • As set out above, a small portion of the site is located within an existing AQMA and as such it is considered that development at this location could cause undue exposure of its future occupants to high levels of pollutants SA Objective 17 (DMC38), subject to the design and siting of development and any mitigation proposed. However, the effects of development are also partly unknown, and remain dependent upon the design of development and proposed mitigation.
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Policy DS13 Lockleaze

The Lockleaze Area of Growth and Regeneration (AGR) is located within North Bristol. The area has experienced significant regeneration in recent years, including public realm improvements at Gainsborough Square and infill development on several small sites owned by BCC. It is considered that the existing dwelling density of Lockleaze is low, compared with other areas of the city, resulting in a limited population to support the existing centre at Gainsborough Square and public transport services. The supporting text of the policy sets out that the estimated capacity of the AGR is around 1,200 homes.

Key baseline and sustainability issues associated with the GRA are defined as follows:

- The AGR is located within an area of high deprivation and is an area that has a high proportion of working-age population who are involuntarily unemployed.
- The area is not within an AQMA.
- A substantial portion of the area comprises existing open space (including Gainsborough Square, Ashley Down Allotments and Railway Land, Lockleaze Primary School, Dovercourt Road Allotments, Muller Road Open Space, Blake Road Open Space and Dovercourt Road Open Space). The vast majority of these are proposed to be designated as Reserved Open Spaces or Local Green Spaces within the Local Plan Review.
- The Morris Road Railway Cutting and Bonnington Walk SNCI are located within the AGR.
- A small percentage of the site (approximately 3%) to the north of the site is located within the Stapleton and Frome Valley Conservation Area, and the AGR is bounded at the south by the Grade II Stoke Park Registered Park and Garden in the south west. There are no listed features within the AGR site boundary.
- The area is not well-connected to existing communities in south and west Bristol.
- A small part of the GRA is currently allotment land (Ashley Down Allotments).
- The AGR boundary includes land within approximately 1% of Flood Risk Zone 3b and 2% within Flood Risk Zone 2.
- The AGR does not overlap with the Bristol Heat Network.

This policy has been subject to a number of minor updates since the Draft Local Plan March 2019 Consultation version. This includes moving reference of the estimated housing capacity to the explanatory text, including an estimated provision for industry or distribution space of 3,100m², and including reference to Lockleaze Local Centre.

Policy DS13 in the Publication Version November 2023 Draft Local Plan sets out the principles related to the regeneration and development of the Lockleaze GRA; it includes the following requirements:

- Provision of new homes with a mix of types, sizes and tenures;
- Provision of high-quality workspace, providing for a range of business uses, as part of the development mix in the area (an estimated capacity for industry or distribution space of 3,100m² is set out in the supporting text of the policy);

- New and improved walking and cycling routes to connect to the development to the surrounding neighbourhoods, public transport facilities and the wider cycle network, including improved accessibility over the railway and upgrades to existing public rights of way; and
- Green infrastructure and public realm enhancements.

In addition, development will be expected to:

- Make efficient use of land; and demonstrate that opportunities have been sought to progress more comprehensive or co-ordinated forms of development with other sites in the locality;
- Be supported by transport improvements which will include public transport enhancements enhanced connectivity with surrounding areas, cycle provision, pedestrian route improvements and local highway improvements;
- Provide for an appropriate form and amount of new workspace as part of the mix of uses in the area, where sites currently or recently used for business purposes are proposed to be redeveloped for other uses; and
- Contribute to an appropriate mix of housing types.

The policy supporting text sets out that where sites are developed, a density of 50-60dph will be sought as a minimum, but higher densities of 100dph or more may be appropriate.

Policy DS13: Lockleaze

SEA Theme	SA Framework Objective	D-M Criteria	Assessment of Sustainability Effects						Suggested Appropriate Mitigation (AM) / Policy Cross-reference (CR) / opportunity to maximise benefit (MB)	
			Significance of Effect (0 /+/- / ?)			Direct (D) or Indirect (I)	Temporary (T) or Permanent (P)	Spatial Scale of Effect		Receptors (R) and/or affected groups (AGs)
			Short	Med	Long					
Population, Housing and Communities	1.To ensure an adequate and diverse supply of housing that is affordable to everyone	DMC1 DMC2 DMC3 DMC4	++/?	++/?	++/?	D	P	Local and City-wide.	R : Local housing market, Bristol’s population; AG : Bristol’s population.	CR : Policy H5 Self-build and community-led housing
	2. Promote the conservation and wise use of land, maximising the reuse of previously developed land	DMC5 DMC6 DMC7	?	?	?	D	P	Local	As above, plus: R : Brownfield sites and previously developed sites; AG : Local businesses.	n/a
	3. Ensure easy and affordable access to key services	DMC8	+/?	+/?	+/?	D	Both	Local	R : Bristol’s local economy; Bristol’s population AG : Local businesses.	n/a
	4. Increase participation in cultural and community activities	DMC9	?	?	?	I	Both	Local	AG : Bristol’s population.	n/a
Health and Inequalities	5. To reduce poverty and income inequality and improve the quality of life for those living in areas of concentrated disadvantage	DMC10 DMC11	++/?	++/?	++/?	I	Both	Local and City-wide.	R : Built environment. AG : Bristol’s population.	n/a
	6. To reduce health inequalities and promote healthy lifestyles across the city	DMC12 DMC13 DMC14	+/?	+/?	+/?	Both	Both	Local and City-wide.	R : Public health. AG : Bristol’s population.	n/a
	7. Ensure access to education and learning for all sections of society	DMC15 DMC16	+/?	+/?	+/?	Both	Both	Local.	R : Bristol’s population. AG : All groups.	n/a
Economy and Employment	8. To support the economy and ensure that there are suitable opportunities for employment	DMC17 DMC18 DMC19 DMC20 DMC21	+/?	+/?	+/?	Both	Both	Local and City-wide.	R : Bristol’s local economy, AG : Local businesses, Bristol’s population.	n/a
	9. Ensure access to a range of shopping facilities for all sections of society	DMC22 DMC23	+/?	+/?	+/?	I	Both	Local.	R : Bristol’s local economy; Bristol’s population; AG : Local businesses.	n/a
Townscape and Landscape	10. To ensure the protection and enhancement of the historic environment and its setting	DMC24	?	?	?	I	P	Local and City-wide	R : Cultural heritage; built environment; AG : Bristol’s population.	n/a – mitigation addressed by other Local Plan policies.
	11. To ensure the protection and enhancement of biological and geological assets and improve the quality of wildlife habitats	DMC25 DMC26	-/?	-/?	-/?	I	P	Local and City-wide	R : Local wildlife and biodiversity; natural environment; AG : Bristol’s population; wildlife.	n/a – mitigation addressed by other Local Plan policies.
	12. To ensure the protection and enhancement of green and blue infrastructure and ensure access to a variety of open space and recreation	DMC27	+/?	+/?	+/?	D	P	Local and City-wide; trans-boundary	As above.	n/a
Transport	13. To encourage a demonstrable modal shift and reduce the need to travel	DMC28 DMC29	+/?	+/?	+/?	I	Both	Local and City-wide.	R : Public health; AG : Bristol’s population.	n/a
	14. To maintain and improve the existing highway network	DMC30 DMC31	+/?	+/?	+/?	D	P	Local and City-wide.	R : Bristol’s highway network; public health; AG : Bristol’s population.	n/a
Climate, Energy and Waste	15. To reduce the risk of flooding from all sources	DMC32 DMC33	?	?	?	Both	Both	Local and City-wide.	R : Natural environment (water); AG : Bristol’s population; local wildlife.	n/a
	16. Sustainably manage natural resources, including water demand and quality and reducing waste being landfilled	DMC34 DMC35 DMC36 DMC37	?	?	?	D	Both	Local and City-wide.	R : Natural environment (water and land); AG : Bristol’s population; local wildlife.	n/a
	17. Minimise air and noise pollution	DMC38	+/?	+/?	+/?	I	Both	Local; City-wide; Trans-boundary.	R : Localised air quality; biodiversity; public health; built environment; AG : Bristol’s population; local wildlife.	n/a
	18. To maximise the potential for energy efficiency, reduce greenhouse gas emissions and ensure that the built and natural environment and its communities can withstand the effects of climate change	DMC39 DMC40 DMC41 DMC42	?	?	?	D	Both	Local; City-wide; Trans-boundary.	R : Natural environment (water); AG : Bristol’s population; local wildlife.	n/a
Evaluation of Effects	Scale of effects: The scale of effects of this policy would be predominantly attributable to Lockleaze and the specific sites within it. However, this policy would likely have effects upon adjacent land and key receptors (such as the Bonnington Walk SNCI). Whilst greater density within the area could have beneficial effects for public transport provision and viability and the vitality of the Lockleaze Local Centre, it could have uncertain and potentially negative effects for land that is currently greenfield within the area. Cumulative effects may arise from the delivery of more affordable housing, employment opportunities, localised energy demands and waste management, amongst other key sustainability issues. Social, economic and environmental effects: This policy could have significant positive effects for housing delivery (SA Objective 1), however, the required number of homes for the area is not confirmed in the policy text, with an estimated capacity of 1,200 homes set out only in the supporting text (DMC1). It is expected that Policy AH1 will ensure that an appropriate level of affordable homes is provided across Bristol, including within Lockleaze (DMC2). The policy states that housing development in the area is to include a mix of types, sizes and tenures which is likely to									

	support access to appropriate forms of housing for many groups in the community. Cross-reference could be made to proposed policies for community-led housing, and sites may be identified where there is sufficient evidence to do so (DMC4). Whilst it is acknowledged within the policy that development within this AGR is to include a mix of types, sizes and tenures, overall effects for this criterion are unknown. - Place principles set out by the policy text include the requirement for development to make efficient use of land. With proposals required to be developed in a comprehensive/co-ordinated manner, it is considered that this policy could provide positive, yet unknown, effects for SA Objective 2 (DMC5). A large proportion of the area is open space; however, the majority of this is proposed to be retained as Reserved Open Space within the Local Plan Review. Development within Lockleaze is therefore likely to be founded on an approach that makes efficient use of land and ensuring well-designed infill development at higher densities. Being sited within the Outer Urban Area, Policy UL2 requires that proposals for residential development reflect 50-60dph as a minimum. The effects are therefore complex: encouraging infill within an area of low density could achieve positive effects, however this may have uncertain effects for land which is currently greenfield. There is potential for higher densities (100dph) to be considered where appropriate but this is only set out within the policy supporting text. - There is some provision of services within the boundary of the AGR itself, including The Wordsworth Centre, The Hub, Cameron Centre, The Langley Centre, and Lockleaze Library. The AGR overlaps with the Lockleaze Local Centre (Objective 3 DMC8 and Objective 9), and whilst the Gloucester Road Town Centre is within an 800m walking distance there are no easy direct walking routes to this centre. The supporting text of the policy states that development within the Lockleaze Local Centre is to be consistent with local plan policies for centres, shopping and the evening economy. The policy text does not require the development of retail and leisure development, as there are ambitions to increase population density to support the existing centre at Gainsborough. The assessment of this policy against these requirements is therefore positive but uncertain. - This policy is considered to produce unknown effects for SA Objective 4 (DMC9). Whilst there is existing provision within the AGR, the policy text itself does not include the requirement for the development of new community facilities. A net gain of community or community service facilities would be unknown until site-specific proposals are made. - It is considered that this policy has the potential to produce positive effects for SA Objective 5 (DMC10 and DMC11), as the AGR is located within an area of high deprivation (based upon 2019 IMD Data). Development and regeneration of this AGR therefore has the potential to transform the built environment through improved sustainable transport linkages, public realm improvements and offering opportunities for investment in local employment through the provision of workspace. Effects are also partly unknown and remain dependent upon site specific proposals. - The AGR includes several areas of open space and is adjacent to an extensive area of green space, Stoke Park Estate (proposed to be protected as Local Green Space within the Local Plan) which has potential to maintain/improve positive well-being and healthy lifestyles (SA Objective 6, DMC13). As the area is not within an existing AQMA, it is considered that future occupants/users of development within the AGR are unlikely to be subject to poor air quality (relative to the City Centre). Effects are however unknown and related to factors including trip generation result from any future development. - The AGR includes an early years facility, primary (Stoke Park Primary) and secondary school (Trinity Academy) within its boundary, and as such this policy is considered to generate positive effects for SA Objective 7 (DMC16). Development within this area would benefit from a high level of physical accessibility to such facilities. - This policy is considered to produce positive effects for SA Objective 8 where development is required to provide high quality workspace (DMC17). Although the supporting text of the policy states that the estimated provision for industry or distribution space in Lockleaze is 3,100m², the sector type of employment/business use is not specified within policy text for specific parts of Lockleaze and therefore effects are uncertain. However, the provision of high-quality workspaces may support: creative, cultural and digital industries; and financial, business and legal ‘tech’ services. As the AGR is located in an area with a high rate of unemployment, it is also considered that this policy could generate positive effects for DMC19. It is uncertain the extent to which the policy would support delivery of carbon neutral employment space, although the site itself is accessible by sustainable transport modes and this could serve to encourage a shift from unsustainable modes of travel to places of employment (DMC21). - A small percentage of the site (3%) to the north of the AGR is located within the Stapleton and Frome Valley Conservation Area, and the Grade II Stoke Park Registered Park and Garden is located outside the southern boundary of the AGR. There are no listed buildings within the AGR site boundary. As such, the potential for impact on the historic environment is considered to be relatively low, although setting and impact on any significant vistas would need to be accounted for as proposals for new development come forward. Effects in relation to SA Objective 10 are unknown and remain dependent upon site specific proposals. - The Bonnington Walk SNCI is located within the AGR. The area also contains part of a SSSI Impact Risk Zone (which identifies industrial uses as requiring consultation with the relevant bodies) and the woodland strategic network and there is potential for greenfield land take and the introduction of new uses to result in adverse impacts on biodiversity. Therefore, there is the potential for negative effects for SA Objective 11 in the absence of appropriate and proportionate ecological mitigation (DMC25). The delivery, scale and location of any net gain in biodiversity is subject to future development proposals and therefore remains uncertain (DMC26). - The AGR is less well served by strategic transport provision when compared to other AGRs. There are a number of bus services which convene around Gainsborough Square (including the 10, 11, 24, 72 and 72a) and a strategic cycleway passes through the area (the Concorde Way). To encourage a modal shift and reduce the need to travel, the policy text requires development to provide a range of workspaces alongside residential uses, new walking and cycling routes to connect to adjacent neighbourhoods and the wider cycle network, improved accessibility over the railway line and green infrastructure enhancements. Greater density within this AGR could have a positive effect on the ability to improve access to public transport and quality of sustainable transport modes (SA Objective 13, DMC28). - As the policy references the requirement for development to include GI and public realm improvements, it is considered that this policy could therefore generate positive effects for SA Objective 12 (DMC27); however, effects are partly uncertain as the nature of such improvements, and their integration with the existing GI network, remains contingent upon detailed design. - The AGR boundary includes a small area of land within Flood Risk Zone 3b and Flood Risk Zone 2, with approximately 5% of the AGR being located within areas of high surface water risk. While the exact location of new development within the AGR boundary is unknown, it is considered that the potential for effects of development for local flood risk is relatively low when appraised against SA Objective 15. Development should avoid Horfield Brook (the area to the south east of Dovercourt Road allotments and west of Petherbridge Way) as this is the area subject to Flood Risk Zone 2, 3a and 3b. Elsewhere, the use of SUDS as set out in Policy FR1 could provide appropriate mitigation for any adverse surface water flood risk at the site. - As the AGR includes a small area of existing allotment land (Dovercourt Road Allotments) and an area of Grade 3 Agricultural Land, it is considered that there is some potential for expansion and integration of food growing sites within the AGR as part of mixed-use development, which could generate positive but unknown effects for SA Objective 16 (DMC36). Given that the area is not adjacent to vulnerable water bodies or groundwater protection zones, effects against DMC34 are neutral. The extent to which this policy would deliver a high standard of sustainable design and construction through minimising resource use, energy efficiency and waste production is unknown (DMC35 and DMC36); this remains dependent upon the nature of detailed design proposals and compliance with other draft Local Plan policies in relation to climate change and sustainability. - As set out above, given the AGR is not located within an existing AQMA, it is considered that this could ensure minimal exposure of new development to high levels of existing pollutants (SA Objective 17, DMC38); however, the effects of development are also partly unknown, and remain dependent upon the nature of development, and the availability and usage of sustainable or active travel modes for new development to limit the impact of vehicular emissions. - The site does not lie within the Bristol Heat Network identified by the Bristol City Leap which otherwise might present opportunities to promote the use of low carbon and decentralised energy sources. An unknown effect is therefore recorded for SA Objective 18 (DMC40) given that achieving higher levels of energy efficiency and promoting energy use from more sustainable sources will mostly be dependent upon the design of new development and the decision making of new residents.
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Policy DS14 Central Southmead

The Central Southmead Area of Growth and Regeneration is located within North Bristol.

The Southmead Development Trust has developed a Community Plan for the area (Southmead Community Plan 2015-2025). The plan seeks to deliver new development, which is safe, healthy and sustainable with a mix of affordable homes and private housing. Improvements to local parks and open spaces are identified as a priority. Key baseline and sustainability issues associated with the AGR, including those identified through the Southmead Community Plan⁵, are defined as follows:

- The AGR is located within one of the city's highest areas of deprivation and is an area that has a high proportion of working-age population who are involuntarily unemployed, with few local businesses in the immediate area;
- The area is not within an AQMA;
- The AGR contains a new District Centre, Arneside Road (Southmead);
- An area previously identified as Important Open Space (Embleton Road Open Space) within the AGR has not been retained, but there are two adjacent open spaces that are proposed to be designated as Reserved Open Spaces (Greystoke Avenue and Little Mead Primary School). It is noted from the Community Plan that residents strongly value Southmead's existing parks and green spaces outside the AGR area, with a number of 'friends of' groups – including Badocks Wood, Elderberry Walk. In addition, green space within the wider Southmead area could be improved for families and young people, made more accessible for less mobile individuals, and could be better maintained;
- The AGR site boundary does not overlap with any existing Conservation Areas or contain any listed features;
- The AGR is located entirely within Flood Risk Zone 1, with small areas within the site boundary being subject to high and medium surface water flood risk (approximately 4% and 11%, respectively);
- The Southmead area experiences significant social and health problems – including alcohol misuse, mental health issues, financial hardship and social isolation; and there is currently no open/direct access drug or alcohol services in Southmead;
- There is a long standing older resident community with relatively high levels of community engagement (14.8% of residents of Southmead are over 65 based on 2021 Census data⁶);
- There is identified need for improved facilities for employment support and training; business start-ups; advice and counselling services; young people services; health and wellbeing services; and family, carers and older peoples support within Southmead;
- Lack of diversity within the existing housing mix, where the Southmead Community Plan notes that there is a shortage of smaller homes in the area for those looking to downsize;
- Poor accessibility for less mobile people, with poor bus links to Bristol Parkway rail station and the wider rail network, poorly located bus lanes and insufficient levels of community transport;

⁵ <http://southmeadcommunityplan.co.uk/wp-content/uploads/2015/02/Community-Summary.pdf>

⁶ BCC (2023) Key information from the 2021 Census for Bristol. Available at:
<https://www.bristol.gov.uk/council-and-mayor/statistics-census-information/census-2021>

- Falling levels of reported crime and anti-social behaviour (ASB); and
- The AGR does not overlap with the Bristol Heat Network.

This policy has been subject to a number of minor updates since the Draft Local Plan March 2019 Consultation version. This includes moving reference of the estimated housing capacity to the explanatory text and including reference to Arnside Road (Southmead) District Centre.

Policy DS14 in the Publication Version November 2023 Draft Local Plan sets out principles related to the regeneration and development of the Central Southmead GRA; it includes the following requirements:

- Residential development with a mix of housing types, sizes and tenures. The supporting text of the policy states that the estimated capacity for new homes in the area is around 300 ;
- The redevelopment of Glencoyne Square for new homes with open space;
- Provision of community facilities to replace and enhance existing provision, with a potential new community building on Greystoke Avenue; and
- Improved pedestrian and cycle routes through Glencoyne Square and Arnside Road.

In addition, development will be expected to:

- Make efficient use of land; and demonstrate that opportunities have been sought to progress more comprehensive or co-ordinated forms of development with other sites in the locality;
- Be of a scale and design appropriate to Central Southmead's district centre location;
- Be supported by transport improvements which will include public transport enhancements enhanced connectivity with surrounding areas, cycle provision, pedestrian route improvements and local highway improvements; and
- Contribute to an appropriate mix of housing types.

The policy supporting text sets out that where sites are developed, a density of 60dph will be sought as a minimum, but higher densities of 100dph or more may be appropriate, subject to a co-ordinated approach to development which delivers quality urban design.

Policy DS14: Central Southmead

SEA Theme	SA Framework Objective	D-M Criteria	Assessment of Sustainability Effects							Suggested Appropriate Mitigation (AM) / Policy Cross-reference (CR) / opportunity to maximise benefit (MB)
			Significance of Effect (0/+/- / ?)			Direct (D) or Indirect (I)	Temporary (T) or Permanent (P)	Spatial Scale of Effect	Receptors (R) and/or affected groups (AGs)	
			Short	Medi	Long					
Population, Housing and Communities	1.To ensure an adequate and diverse supply of housing that is affordable to everyone	DMC1 DMC2 DMC3 DMC4	++/?	++/?	++/?	D	P	Local and City-wide.	R: Local housing market, Bristol’s population; AG: Bristol’s population.	CR: Policy H5 Self-build and community-led housing
	2. Promote the conservation and wise use of land, maximising the reuse of previously developed land	DMC5 DMC6 DMC7	?	?	?	D	P	Local	As above, plus: R: Brownfield sites and previously developed sites; AG: Local businesses.	CR: Consented development proposal at Glencoyne Square (Ref. 19/04705/F) be included within policy text and associated mapping, with plans for the replacement of green space and tree planting to be clearly identified.
	3. Ensure easy and affordable access to key services	DMC8	+/?	+/?	+/?	D	Both	Local	R: Local economy and population; AG: Local businesses.	n/a
	4. Increase participation in cultural and community activities	DMC9	++/?	++/?	++/?	I	Both	Local	AG: Local population.	n/a
Health and Inequalities	5. To reduce poverty and income inequality and improve the quality of life for those living in areas of concentrated disadvantage	DMC10 DMC11	++/?	++/?	++/?	I	Both	Local and City-wide	R: Built environment. AG: Bristol’s population.	n/a.
	6. To reduce health inequalities and promote healthy lifestyles across the city	DMC12 DMC13 DMC14	?	?	?	Both	Both	Local and City-wide	R: Public health. AG: Bristol’s population.	n/a
	7. Ensure access to education and learning for all sections of society	DMC15 DMC16	+/?	+/?	+/?	Both	Both	Local	R: Local population. AG: All groups.	n/a
Economy and Employment	8. To support the economy and ensure that there are suitable opportunities for employment	DMC17 DMC18 DMC19 DMC20 DMC21	-/?	-/?	-/?	Both	Both	Local	R: Bristol’s local economy; AG: Local businesses; Bristol’s population.	n/a – mitigation addressed by other Local Plan policies.
	9. Ensure access to a range of shopping facilities for all sections of society	DMC22 DMC23	+/?	+/?	+/?	I	Both	Local	R: Bristol’s local economy; Bristol’s population; AG: Local businesses.	n/a
Townscape and Landscape	10. To ensure the protection and enhancement of the historic environment and its setting	DMC24	0	0	0	I	P	Local	R: Cultural heritage; built environment; AG: Bristol’s population.	n/a
	11. To ensure the protection and enhancement of biological and geological assets and improve the quality of wildlife habitats	DMC25 DMC26	-/?	-/?	-/?	I	P	Local; City-wide	R: Local wildlife and biodiversity; natural environment; AG: Bristol’s population; wildlife.	n/a – mitigation addressed by other Local Plan policies.
	12. To ensure the protection and enhancement of green and blue infrastructure and ensure access to a variety of open space and recreation	DMC27	?	?	?	D	P	Local; City-wide	As above.	n/a
Transport	13. To encourage a demonstrable modal shift and reduce the need to travel	DMC28 DMC29	+/?	+/?	+/?	I	Both	Local and City-wide	R: Public health; AG: Bristol’s population.	n/a
	14. To maintain and improve the existing highway network	DMC30 DMC31	+/?	+/?	+/?	D	P	Local; City-wide	R: Bristol’s highway network; public health; AG: Bristol’s population.	n/a
Climate, Energy and Waste	15. To reduce the risk of flooding from all sources	DMC32 DMC33	0/?	0/?	0/?	Both	Both	Local	R: Natural environment (water); AG: Bristol’s population; local wildlife.	n/a
	16. Sustainably manage natural resources, including water demand and quality and reducing waste being landfilled	DMC34 DMC35 DMC36 DMC37	?	?	?	D	Both	Local; City-wide	R: Natural environment (water and land); AG: Bristol’s population; local wildlife.	n/a
	17. Minimise air and noise pollution	DMC38	+/?	+/?	+/?	I	Both	Local; City-wide.	R: Localised air quality; biodiversity; public health; built environment; AG: Bristol’s population; local wildlife.	n/a
	18. To maximise the potential for energy efficiency, reduce greenhouse gas emissions and ensure that the built and natural environment and its communities can withstand the effects of climate change	DMC39 DMC40 DMC41 DMC42	?	?	?	D	Both	Local; City-wide.	R: Natural environment (water); AG: Bristol’s population; local wildlife.	n/a
Evaluation of Effects	Scale of effects: The scale of effects of this policy would be predominantly attributable to the GRA and the specific sites within this broader area. Positive effects would be achieved for provision of homes, increasing participation in community activities, and encouraging investment in an area of high deprivation. However, this policy would likely have effects upon adjacent land and key receptors, for example: lack of provision of workspaces, loss of open space and potential impacts on ecological designations (the Greystone Avenue Open Space Wildlife Corridor) may impact efforts to reduce unemployment and increase public health. Social, economic and environmental effects:									

	• This policy could have positive effects for housing delivery, however, the required number of homes for the area is not confirmed in the policy text, with an estimated capacity of 300 homes set out only in the supporting text (DMC1). It is expected that Policy AH1 will ensure that an appropriate level of affordable homes is provided across Bristol, including within Central Southmead (DMC2), and the policy text references that new housing in the area will include affordable housing. The policy states that housing development in the area is to include a mix of types, sizes and tenures which is likely to support access to appropriate forms of housing for many groups in the community. Cross-reference could be made to proposed policies for community-led housing, and sites may be identified where there is sufficient evidence to do so (DMC4). Whilst it is acknowledged within the policy that development within this AGR is to include a mix of types, sizes and tenures, overall effects for this criterion are unknown. • Place principles set out by the policy text include the requirement for development to make efficient use of land, in line with Urban Living principles and the Local Plan Development Strategy. With proposals required to be developed in a comprehensive/co-ordinated manner, it is considered that this policy could provide positive, yet unknown, effects for SA Objective 2 (DMC5). Around a fifth of the AGR is designated as Important Open Space in the current Local Plan and this area is not proposed to be retained as Reserved Open Space or Local Green Space. Therefore, the effects of this Policy Option could also be potentially negative where open space (Glencoyne Square) is proposed for redevelopment or where infill development occurs on greenfield land (DMC5 and DMC7). Being sited within the Outer Urban Area, Policy UL2 requires proposals for residential development reflect 60dph as a minimum, which could generate some positive effects for DMC6. The effects are therefore complex: encouraging infill within an area of low density could achieve positive effects, however this may have uncertain effects for land which is currently greenfield. • There is some provision of services within the boundary of the AGR itself, including Community Centres (Southmead Community Centre and New Brunswick Reformed Church; noting the White Hall has recently closed), Southmead Library, Greystoke Avenue Post Office, and Arnside Road Pharmacies. The AGR overlaps with the Arneside Road (Southmead) District Centre which is newly identified in the new Local Plan (Objective 3 DMC8 and Objective 9), and Southmead Road Local Centre is within 800m walking distance. As a result, the policy text does not require the development of retail and leisure development, however it could instead require active frontages for development that takes place within the Centre boundary. Overall, the policy would deliver a positive, but not significant positive, effect when assessed against Objective 3 and Objective 9. • This policy is considered likely to produce positive effects for DMC9, as the policy text includes the requirement for the development of new community facilities and sets out a recommended location along Greystoke Avenue. However, the development of community facilities within this AGR is uncertain until development proposal stage. • It is considered that this policy has the potential to produce significant positive effects for SA Objective 5 (DMC10 and DMC11), as the AGR is located within the 10% most deprived areas (based upon 2019 IMD Data). Development and regeneration of this AGR therefore has the potential to transform the built environment through improved sustainable transport linkages, public realm improvements and offering opportunities for investment in local employment through the provision of workspace. Effects are also partly unknown and remain dependent on site-specific proposals. • Effects associated with SA Objective 6 are complex. As development within the area could involve the loss of an existing open space that is presently designated as an Important Open Space, there could be negative effects for health. Replacement or enhancement of existing spaces will be essential to maintaining or improving positive well-being and healthy lifestyles (DMC13). The area is not within an existing AQMA, and therefore it is considered that future occupants/users of development within the AGR are unlikely to be subject to poor air quality (relative to the City Centre). Effects against DMC12 are however unknown and related to factors including trip generation brought by any future development. Overall an unknown effect is recorded for SA Objective 6. • There is no educational provision within the AGR itself, however, there is a primary school adjacent to the western boundary (Little Mead Primary School) and a secondary school (Bristol Free School) which is within a 1km easy walking distance of the AGR. As such this policy is considered to generate positive effects for SA Objective 7 (DMC16), with high levels of physical accessibility these facilities. • This policy makes no reference to the provision of high quality workspace (DMC17), therefore it is unclear whether the policy could have any effects supporting priority employment sectors (SA Objective 8, DMC18). In absence of a reference to the provision of workspaces, in an area with a high rate of unemployment, there could be a negative or uncertain effect on DMC19. It is uncertain the extent to which this policy would support delivery of carbon neutral employment space (DMC21). • A small percentage of the AGR overlaps with an SSSI Impact Zone, which requires consultation with the relevant bodies for developments of 100 homes or more. As the policy does not require mitigation relating to biodiversity, there is a risk that proposals result in negative effects against SA Objective 11 (DMC25). The delivery, scale and location of any net gain in biodiversity is subject to future development proposals and therefore remains uncertain (DMC26). • It remains unknown the extent to which development and regeneration of the AGR would include GI and public realm improvements under SA Objective 12 (DMC27), particularly with the with effects contingent upon detailed design of future development proposals. • The AGR is less well served by strategic transport provision when compared to other AGRs, with accessibility decreasing away from Greystoke Avenue. Bus services are only located around Greystoke Avenue (including the 2, 13, 75) which travel between Broadmead, Cribbs Causeway and the City Centre, and the Trowbridge Road cycle network. To encourage a modal shift and reduce the need to travel, the policy text requires development to provide improved pedestrian and cycle routes through Glencoyne Square and Arnside Road, public transport enhancements, enhanced connectivity with surrounding areas, cycle provision, pedestrian route improvements and local highway improvements. The AGR could have a positive effect on the ability to improve access to and quality of sustainable transport modes (SA Objective 13, DMC28) as well as reducing congestion (SA Objective 14, DMC30). • The AGR boundary includes land within Flood Risk Zone 1, with approximately 4% of the AGR being located within areas of high surface water risk. While the exact location of new development within the AGR boundary is unknown, it is considered that the potential for effects of development for local flood risk is relatively low when appraised against SA Objective 15. The use of SUDS as set out by Policy FR1 could provide appropriate mitigation for any adverse surface water flood risk at the site. • While the area is not adjacent to any groundwater protection zones, it is located within proximity to the River Trym / Badocks Brook, which presently has a chemical status of 'fail'. The development of land adjacent to this waterbody could contribute to continued poor water quality, however, construction management plans should help prevent detrimental impacts as new development occurs. Effects against SA Objective 16 (DMC34) are unknown. The extent to which this policy would deliver a high standard of sustainable design and construction through minimising resource use, energy efficiency and waste production is unknown (DMC35 and DMC36); this remains dependent upon the nature of detailed design proposals and compliance with other draft Local Plan policies in relation to climate change and sustainability. No reference is made to food growing, which could support community development, provision of outdoor space and better awareness of healthy food (DMC37). • As set out above, given the AGR is not located within an existing AQMA, it is considered that this could ensure minimal exposure of new development to high levels of existing pollutants (SA Objective 17, DMC38). However, the effects of development are also partly unknown, and remain dependent upon the nature of development (use), alongside the availability and usage of sustainable and/or active travel modes for new development to limit the impact of vehicular emissions. • The site does not lie within the Bristol Heat Network identified by the Bristol City Leap which otherwise might present opportunities to promote the use of low carbon and decentralised energy sources. An unknown effect is therefore recorded for SA Objective 18 (DMC40) given that achieving higher levels of energy efficiency and promoting energy use from more sustainable sources will mostly be dependent upon the design of new development and the decision making of new residents.
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Policies IDC1 and SV1: Assessment of the Effects of Infrastructure, Developer Contributions and Social Value Policies

Policies IDC1 and SV1: Infrastructure, Developer Contributions and Social Value

This section sets out the appraisal of the policies in the Publication Version November 2023 Draft Local Plan that address the provision of infrastructure and developer contributions to support development in Bristol and the achievement of social value through development.

Reasonable alternatives considered

The majority of the realistic alternatives considered for policies for the provision of infrastructure and developer contributions are described in the Interim SA Report (2019) which is included as an annex to this report. However, the Publication Version November 2023 Draft also includes a new policy (Policy SV1) which was not included in the Draft Local Plan March 2019 Consultation version, for which realistic alternatives are discussed below. The options considered are as follows:

Policy IDC1 Development contributions and CIL

Two options were considered within the Interim SA Report (2019):

- Option 1 No new policy in relation to development contributions and CIL
- Option 2 Introduce new policy in relation to development contributions and CIL.

The Interim SA Report (2019) states that a 'no policy option' is not considered a reasonable alternative for the Local Plan Review.

Supporting text to this policy has been revised since the Draft Local Plan March 2019 Consultation version, whereby a reference to Policy 3 (former affordable housing policy) of the West of England Joint Spatial Plan has been removed.

Policy SV1 Social value and inclusion (new Publication Version November 2023 policy)

The Interim SA Report 2019 did not consider alternatives for Policy SV1 given it is a new policy that did not form part of the Draft Local Plan March 2019 Consultation version.

As detailed within the updated Scoping Report (2023), the Bristol Corporate Strategy (2022 – 2027) sets out Priority ES3 which seeks 'good growth' by embedding social value and tackling inequality. This responds to the development of the Social Value Policy (2021), which establishes commitments to encouraging social value in decision-making and the delivery of services in Bristol.

The NPPF (2021) sets out a presumption in favour of sustainable development for the planning system, which is based on overarching economic, social and environmental objectives. Paragraph 8 states that the social objective relates to supporting '*strong, vibrant and healthy communities ... with services that reflect current and future needs and support communities' health, social and cultural well-being*'. In addition, Paragraph 38 requires Local Planning Authorities (LPAs) to work proactively with applicants to '*secure developments which will improve the economic, social and environmental conditions of the area*', whilst Chapter 8 seeks to promote health and safe communities and requires planning policies to achieve places which promote social interaction.

Policy SV1 seeks to secure potential social, economic and environmental benefits arising from new developments as they relate to communities in Bristol. This approach aligns with the Corporate Strategy direction and is broadly in accordance with NPPF. A 'policy-off' option is therefore not considered further.

Assessment and evaluation of effects

Consideration of technical and other difficulties in the identification / assessment of alternatives

There were no difficulties encountered in the identification of or assessment of alternatives for these policies.

Summary of assessment findings

As described above, only minor changes have been made to the infrastructure, developer contributions and social value policies between the Draft Local Plan March 2019 Consultation and the Publication Version November 2023 Draft Local Plan. As such, the expected effects of these policies remain mostly the same as those reported in the Interim SA Report (2019) which are included as annex to this report. To ensure that all expected effects of new policies included in the Local Plan are presented in this report, a summary of the effects for these policies is also set out below.

Policy IDC1 Development contributions and CIL

SEA Theme	SA Framework Objective	D-M Criteria	Policy IDC1								
			Significance of Effect (0/+/- / ?)			Direct (D) or Indirect (I)	Temporary (T) or Permanent (P)	Spatial Scale of Effect	Receptors (R) and/or affected groups (AGs)	Suggested Appropriate Mitigation (AM) / Policy Cross-reference (CR) / opportunity to maximise benefit (MB)	
			Short	Med	Long						
Population, Housing and Communities	1.To ensure an adequate and diverse supply of housing that is affordable to everyone	DMC1 DMC2 DMC3 DMC4	n/a	n/a	n/a	n/a	n/a	n/a	n/a	AM: As required by the Planning Practice Guidance, support the preparation of the plan with evidence relating to viability to ensure that policies are realistic and the total cost of all relevant policies (such as this one) is not of a scale that will make the plan (and the level of housing set out) undeliverable.	
	2. Promote the conservation and wise use of land, maximising the reuse of previously developed land	DMC5 DMC6 DMC7	n/a	n/a	n/a	n/a	n/a	n/a	n/a		
	3. Ensure easy and affordable access to key services	DMC8	+/?	+/?	+/?	I	Both	Local and City-wide.	R: Bristol’s local economy / local centres; AG: Local businesses.		n/a
	4. Increase participation in cultural and community activities	DMC9	+/?	+/?	+/?	I	P	Local and City-wide.	R: Bristol’s local economy, AG: Local businesses, Bristol’s population.		n/a
Health and Inequalities	5. To reduce poverty and income inequality and improve the quality of life for those living in areas of concentrated disadvantage	DMC10 DMC11	+/?	+/?	+/?	I	Both	Local and City-wide.	R: Built environment. AG: Bristol’s population.	n/a	
	6. To reduce health inequalities and promote healthy lifestyles across the city	DMC12 DMC13 DMC14	+/?	+/?	+/?	I	Both	Local and City-wide	R: Public health. AG: Bristol’s population.	n/a	
	7. Ensure access to education and learning for all sections of society	DMC15 DMC16	+/?	+/?	+/?	I	P	Local and City-wide.	R: Bristol’s local economy; AG: Bristol’s population; educational facilities.	n/a	
Economy and Employment	8. To support the economy and ensure that there are suitable opportunities for employment	DMC17 DMC18 DMC19 DMC20 DMC21	+/?	+/?	+/?	Both	Both	Local and City-wide.	R: Bristol’s local economy, AG: Local businesses, Bristol’s population.	n/a	
	9. Ensure access to a range of shopping facilities for all sections of society	DMC22 DMC23	+/?	+/?	+/?	I	Both	Local and City-wide.	As above.	n/a	
Townscape and Landscape	10. To ensure the conservation and enhancement of local character including landscape features and the historic environment and its setting	DMC24	?	?	?	I	P	Local and City-wide.	R: Cultural heritage; built environment; AG: Bristol’s population.	n/a	
	11. To ensure the conservation and enhancement of biological and geological assets and improve the quality of wildlife habitats	DMC25 DMC26	?	?	?	I	Both	Local and City-wide.	R: Local wildlife and biodiversity; natural environment; AG: Bristol’s population; wildlife.	MB: Consider the role of the policy and the Planning Obligations Supplementary Planning Document in providing clarity for the delivery of Biodiversity Net Gain.	
	12. To ensure the protection and enhancement of green and blue infrastructure and ensure access to a variety of open space and recreation	DMC27	+/?	+/?	+/?	D	Both	Local and City-wide.	As above.	n/a	
Transport	13. To encourage a demonstrable modal shift and reduce the need to travel	DMC28 DMC29	+/?	+/?	+/?	D	Both	Local and City-wide.	R: Public health; AG: Bristol’s population.	n/a	
	14. To maintain and improve the existing highway network	DMC30 DMC31	+/?	+/?	+/?	D	Both	Local and City-wide.	R: Bristol’s local and strategic highway network. AG: Bristol’s population.	n/a	
Climate, Energy and Waste	15. To reduce the risk of flooding from all sources	DMC32 DMC33	+/?	+/?	+/?	D	Both	Local; City-wide; Trans-boundary.	R: Natural environment (water and land); AG: Bristol’s population; local wildlife.	n/a	
	16. Sustainably manage natural resources, including water demand and quality and reducing waste being landfilled	DMC34 DMC35 DMC36 DMC37	?	?	?	D	Both	Local; City-wide; Trans-boundary.	R: Natural environment (water and land); AG: Bristol’s population; local wildlife.	n/a	
	17. Minimise air and noise pollution	DMC38	?	?	?	I	Both	Local; City-wide; Trans-boundary.	R: Localised air quality; biodiversity; public health; built environment; AG: Bristol’s population; local wildlife.	n/a	
	18. To maximise the potential for energy efficiency, reduce greenhouse gas emissions and ensure that the built and natural environment and its communities can withstand the effects of climate change	DMC39 DMC40 DMC41 DMC42	?	?	?	D	Both	Local; City-wide; Trans-boundary.	R: Natural environment (water); AG: Bristol’s population; local wildlife.	n/a	

Policy SV1 Social value and inclusion

SEA Theme	SA Framework Objective	D-M Criteria	Policy SV1						Suggested Appropriate Mitigation (AM) / Policy Cross-reference (CR) / opportunity to maximise benefit (MB)	
			Significance of Effect (0/+/- / ?)			Direct (D) or Indirect (I)	Temporary (T) or Permanent (P)	Spatial Scale of Effect		Receptors (R) and/or affected groups (AGs)
			Short	Med	Long					
Population, Housing and Communities	1.To ensure an adequate and diverse supply of housing that is affordable to everyone	DMC1 DMC2 DMC3 DMC4	n/a	n/a	n/a	n/a	n/a	n/a	n/a	AM: As required by the Planning Practice Guidance, support the preparation of the plan with evidence relating to viability to ensure that policies are realistic and the total cost of all relevant policies (such as this one) is not of a scale that will make the plan (and the level of housing set out) undeliverable.
	2. Promote the conservation and wise use of land, maximising the reuse of previously developed land	DMC5 DMC6 DMC7	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
	3. Ensure easy and affordable access to key services	DMC8	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
	4. Increase participation in cultural and community activities	DMC9	+	+	+	I	P	Local and City-wide.	R: Bristol’s local economy AG: Local businesses, Bristol’s population.	MB: Consider opportunities for community participation in the development of advice on the content of social value strategies.
Health and Inequalities	5. To reduce poverty and income inequality and improve the quality of life for those living in areas of concentrated disadvantage	DMC10 DMC11	+	+	+	I	Both	Local and City-wide.	R: Built environment. AG: Bristol’s population.	n/a
	6. To reduce health inequalities and promote healthy lifestyles across the city	DMC12 DMC13 DMC14	+	+	+	I	Both	Local and City-wide	R: Public health. AG: Bristol’s population.	n/a
	7. Ensure access to education and learning for all sections of society	DMC15 DMC16	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Economy and Employment	8. To support the economy and ensure that there are suitable opportunities for employment	DMC17 DMC18 DMC19 DMC20 DMC21	+	+	+	Both	Both	Local and City-wide.	R: Bristol’s local economy AG: Local businesses, Bristol’s population.	AM: As required by the Planning Practice Guidance, support the preparation of the plan with evidence relating to viability to ensure that policies are realistic and the total cost of all relevant policies (such as this one) is not of a scale that will make the plan (and the level of employment floorspace set out) undeliverable.
	9. Ensure access to a range of shopping facilities for all sections of society	DMC22 DMC23	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Townscape and Landscape	10. To ensure the conservation and enhancement of local character including landscape features and the historic environment and its setting	DMC24	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
	11. To ensure the conservation and enhancement of biological and geological assets and improve the quality of wildlife habitats	DMC25 DMC26	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
	12. To ensure the protection and enhancement of green and blue infrastructure and ensure access to a variety of open space and recreation	DMC27	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Transport	13. To encourage a demonstrable modal shift and reduce the need to travel	DMC28 DMC29	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
	14. To maintain and improve the existing highway network	DMC30 DMC31	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Climate, Energy and Waste	15. To reduce the risk of flooding from all sources	DMC32 DMC33	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
	16. Sustainably manage natural resources, including water demand and quality and reducing waste being landfilled	DMC34 DMC35 DMC36 DMC37	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
	17. Minimise air and noise pollution	DMC38	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
	18. To maximise the potential for energy efficiency, reduce greenhouse gas emissions and ensure that the built and natural environment and its communities can withstand the effects of climate change	DMC39 DMC40 DMC41 DMC42	+	+	+	D	Both	Local; City-wide; trans-boundary	R: Natural environment; AG: Bristol’s population; local wildlife.	n/a

Evaluation of Effects	Infrastructure, developer contributions and social value Scale of effects: The scale of effects would be at the site / application specific and dependent upon the nature of specific infrastructure delivered. This group of policies could however have local and city-wide cumulative effects where policy principles are implemented across the city. Social, economic and environmental effects of the grouped policies: • For SA Objectives 3, 4, 7, and 9, sustainability effects are considered to be comparable (minor positive) for Policy IDC1. The policy promotes the delivery of infrastructure, facilities and services required to support economic growth and meet the requirements of future development being delivered across the city. However, clearly effects will also be unknown, being dependent upon the scale and design of infrastructure delivered, its interface with other related infrastructure and who is able to benefit from it. • Policy SV1 is likely to have a minor positive effect in relation to SA Objective 4, as it requires major development to demonstrate how it will support the creation of inclusive spaces and places and how it will enable residents and vulnerable groups to fully participate in society. • Policy IDC1 could support regeneration or investment in deprived areas; and could indirectly support accessibility to employment and/or education opportunities, services and other community facilities. Effects of this policy against SA Objective 5 are considered likely to be minor positive where development and infrastructure contributions are proposed within areas of deprivation, however this is unknown at this stage. • Given that Policy SV1 requires that social value strategies are implemented for major developments to identify how the development will support social inclusion and address inequalities in the city, it is likely that this policy will seek to reduce inequality in areas of concentrated disadvantage. Therefore, a minor positive effect is also recorded for this policy in relation to SA Objective 5. • Through provision of green infrastructure and/or footpaths and cycleways, or indeed health and education infrastructure, it is considered that Policy IDC1 could benefit public health and reduce health inequalities (SA Objective 6); however, effects are also unknown and dependent upon the siting, design and scale of such infrastructure. The policy is considered to have potential to produce mixed, unknown effects with regards to improving air quality, as the introduction of active travel infrastructure could reduce emissions while development of the local or strategic road network may create the opposite effect. The extent of improvements to local air quality brought through this policy is also contingent upon the existing baseline (i.e. whether proposed within an AQMA). • Given that Policy SV1 requires major developments to demonstrate how they will contribute positively to health and wellbeing, a minor positive effect is expected in relation to SA Objective 6. • Effects against Objective 8 are likely to also be positive, but uncertain for Policy IDC1. Contributions required by the policy are to ensure that infrastructure is provided to respond to the needs of the local economy. Policy SV1 is also likely to support growth in the city that benefits a cross section of local residents in relation to employment given its requirement for major developments to support economic inclusion. • The effects of Policy IDC1 against SA Objectives 10 and 11 are considered to be unknown and guided through other development policies. Proposals for new development may have effects on the historic or natural environment if these do not sympathetically respond to either the historic setting or landscape character or account for biological or geological value. In addition, as opportunities to maximise GI are not referenced within the design of car and cycle provision, effects are also unknown in terms of GI enhancement. • Policy IDC1 could generate positive effects for SA Objectives 12, 13, 14 and 15, where it enables the delivery of green or blue infrastructure; new transport or digital infrastructure; or flood resilience infrastructure. Effects against each of these SA Objectives are also unknown, again, being dependent upon the scale and design of infrastructure delivered. • Against SA Objectives 16 and 18, effects of Policy IDC1 are unknown, as infrastructure delivered in conjunction with development proposals may have impacts on local and/or city-wide water resources, however, this is more closely linked to the intensification of land use, the type and design of development, and the resilience of water supply across the Plan period. Whilst other development policies support the principle of high-quality design, the standard of sustainable design, energy efficiency and construction are unknown as it is directed by other policies. • Policy IDC1 could generate minor negative indirect effects for air quality (SA Objective 17) through construction and operation stages of infrastructure, depending on the scale and nature of such development and subject to any offsetting. However, overall effects of this policy are unknown. Given that Policy SV1 requires major developments to support ‘resilience’, it is expected to help create places that are more resilient to the effects of climate change and a minor positive effect is recorded in relation to SA Objective 18.
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Policies UL1 and UL2 Assessing the Effects of the Urban Living Policies

Policies UL1 and UL2: Urban Living

This section sets out the appraisal of the policies in the Publication Version November 2023 Draft Local Plan that address urban living and promoting best use of the city's land. The policies in this section of the Local Plan seek to optimise densities, balancing the efficient and effective use of land with aspirations for making quality places to live, successful placemaking, and a positive response to context. The Publication Version November 2023 Draft Local Plan includes the following policies in relation to this topic area:

- UL1 Effective and efficient use of land; and,
- UL2 Residential densities.

Reasonable alternatives considered

The realistic alternatives considered for the approach to urban living and promoting best use of land are described in the Interim SA Report (2019) which is included as an annex to this report. The options considered are as follows:

Policy UL1 Effective and efficient use of land

- Option 1 No new policy in relation to effective and efficient use of land; or,
- Option 2 Introduce new policy in relation to effective and efficient use of land.

Policy UL2 Residential densities

- Option 1 No new policy in relation to residential densities within the Local Plan; or,
- Option 2 Introduce new policy in relation to residential densities within the Local Plan.

The Interim SA Report (2019) states that a 'no policy option' is not considered a reasonable alternative for the Local Plan Review for either Policy UL1 or UL2.

No revisions have been made to Policy UL1 or UL2 from the Draft Local Plan March 2019 Consultation version to the version included in the Publication Version November 2023 Draft Local Plan.

Assessment and evaluation of effects

Consideration of technical and other difficulties in the identification / assessment of alternatives

In terms of difficulties encountered in identifying reasonable alternatives of policies under this theme, the following specific issues were considered:

- Reasonable alternatives for policies under the Urban Living theme are directed by the Local Plan's Development Strategy, and as such are guided by reasonable alternatives for housing identified in the Strategic Reasonable Alternatives in the Main Report.

Summary of assessment findings

As described above, no changes have been made to the urban living policies between the Draft Local Plan March 2019 Consultation and the Publication Version November 2023 Draft Local Plan. As such,

the expected effects of these policies remain the same to those reported in the Interim SA Report (2019) which are included as annex to this report. To ensure that all expected effects of new policies included in the Local Plan are presented in this report, a summary of the effects for these policies is also set out below.

Policy UL1 Effective and efficient use of land

SEA Theme	SA Framework Objective	D-M Criteria	Assessment of Sustainability Effects						Suggested Appropriate Mitigation (AM) / Policy Cross-reference (CR) / opportunity to maximise benefit (MB)	
			Significance of Effect (0/+/- / ?)			Direct (D) or Indirect (I)	Temporary (T) or Permanent (P)	Spatial Scale of Effect		Receptors (R) and/or affected groups (AGs)
			Short	Med	Long					
Population, Housing and Communities	1.To ensure an adequate and diverse supply of housing that is affordable to everyone	DMC1 DMC2 DMC3 DMC4	+/?	+/?	+/?	D	P	Local and City-wide.	R: Local housing market, Bristol’s population; AG: Bristol’s population.	n/a
	2. Promote the conservation and wise use of land, maximising the reuse of previously developed land	DMC5 DMC6 DMC7	++	++	++	D	P	Local and City-wide.	As above, plus: R: Bristol’s local economy AG: Local businesses.	n/a
	3. Ensure easy and affordable access to key services	DMC8	+/?	+/?	+/?	I	P	Local	R: Bristol’s local economy; Bristol’s transport network; AG: Local services; Bristol’s population.	n/a
	4. Increase participation in cultural and community activities	DMC9	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Health and Inequalities	5. To reduce poverty and income inequality and improve the quality of life for those living in areas of concentrated disadvantage	DMC10 DMC11	+/?	+/?	+/?	D	Both	Local and City-wide.	R: Built environment. AG: Bristol’s population.	n/a
	6. To reduce health inequalities and promote healthy lifestyles across the city	DMC12 DMC13 DMC14	?	?	?	I	Both	Local and City-wide.	R: Public health. AG: Bristol’s population.	n/a – mitigation addressed by other Local Plan policies.
	7. Ensure access to education and learning for all sections of society	DMC15 DMC16	?	?	?	I	P	Local and City-wide.	R: Bristol’s local economy; AG: Bristol’s population; educational facilities.	n/a
Economy and Employment	8. To support the economy and ensure that there are suitable opportunities for employment	DMC17 DMC18 DMC19 DMC20 DMC21	+	+	+	D	P	Local and City-wide.	R: Bristol’s local economy, AG: Local businesses, Bristol’s population.	MB: Policy should make reference to appropriate densities for mixed uses (e.g. employment, including priority sectors).
	9. Ensure access to a range of shopping facilities for all sections of society	DMC22 DMC23	+/?	+/?	+/?	I	Both	Local and City-wide.	As above.	n/a
Townscape and Landscape	10. To ensure the conservation and enhancement of local character including landscape features and the historic environment and its setting	DMC24	+/?	+/?	+/?	I	P	Local and City-wide.	R: Cultural heritage; built environment; AG: Bristol’s population.	n/a
	11. To ensure the conservation and enhancement of biological and geological assets and improve the quality of wildlife habitats	DMC25 DMC26	?	?	?	I	Both	Local and City-wide.	R: Local wildlife and biodiversity; natural environment; AG: Bristol’s population; wildlife.	n/a
	12. To ensure the protection and enhancement of green and blue infrastructure and ensure access to a variety of open space and recreation	DMC27	?	?	?	I	Both	Local and City-wide.	As above.	n/a
Transport	13. To encourage a demonstrable modal shift and reduce the need to travel	DMC28 DMC29	+/?	+/?	+/?	I	Both	Local and City-wide.	R: Public health; AG: Bristol’s population.	n/a
	14. To maintain and improve the existing highway network	DMC30 DMC31	?	?	?	I	Both	Local; City-wide; Trans-boundary.	As above, plus R: Bristol’s highway network.	n/a
Climate, Energy and Waste	15. To reduce the risk of flooding from all sources	DMC32 DMC33	?	?	?	I	Both	Local; City-wide; Trans-boundary.	R: Natural environment (water); AG: Bristol’s population; local wildlife.	n/a
	16. Sustainably manage natural resources, including water demand and quality and reducing waste being landfilled	DMC34 DMC35 DMC36 DMC37	?	?	?	I	Both	Local; City-wide; Trans-boundary.	R: Natural environment (water); AG: Bristol’s population; local wildlife.	n/a
	17. Minimise air and noise pollution	DMC38	?	?	?	I	Both	Local; City-wide; Trans-boundary.	R: Natural environment (water and land); AG: Bristol’s population; local wildlife.	n/a
	18. To maximise the potential for energy efficiency, reduce greenhouse gas emissions and ensure that the built and natural environment and its communities can withstand the effects of climate change	DMC39 DMC40 DMC41 DMC42	?	?	?	I	Both	Local; City-wide; Trans-boundary.	R: Localised air quality; biodiversity; public health; built environment; AG: Bristol’s population; local wildlife.	n/a

Policy UL2 Residential densities

SEA Theme	SA Framework Objective	D-M Criteria	Assessment of Sustainability Effects							Suggested Appropriate Mitigation (AM) / Policy Cross-reference (CR) / opportunity to maximise benefit (MB)
			Significance of Effect (0/+/- / ?)			Direct (D) or Indirect (I)	Temporary (T) or Permanent (P)	Spatial Scale of Effect	Receptors (R) and/or affected groups (AGs)	
			Short	Med	Long					
Population, Housing and Communities	1.To ensure an adequate and diverse supply of housing that is affordable to everyone	DMC1 DMC2 DMC3 DMC4	+/?	+/?	+/?	Both	P	Local and City-wide.	R : Local housing market, Bristol’s population; AG : Bristol’s population.	MB : Define what constitutes a ‘significant contribution to the creation of mixed and balanced communities’ which would allow lower densities to be accepted.
	2. Promote the conservation and wise use of land, maximising the reuse of previously developed land	DMC5 DMC6 DMC7	++/?	++/?	++/?	D	P	Local and City-wide.	As above, plus: R : Bristol’s local economy; AG : Local businesses.	n/a
	3. Ensure easy and affordable access to key services	DMC8	?	?	?	I	P	Local	R : Bristol’s local economy; AG : Local services; Bristol’s population.	n/a
	4. Increase participation in cultural and community activities	DMC9	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Health and Inequalities	5. To reduce poverty and income inequality and improve the quality of life for those living in areas of concentrated disadvantage	DMC10 DMC11	+/?	+/?	+/?	D	Both	Local and City-wide.	R : Built environment. AG : Bristol’s population.	n/a
	6. To reduce health inequalities and promote healthy lifestyles across the city	DMC12 DMC13 DMC14	?	?	?	I	Both	Local and City-wide.	R : Public health. AG : Bristol’s population.	n/a
	7. Ensure access to education and learning for all sections of society	DMC15 DMC16	?	?	?	I	P	Local and City-wide.	R : Bristol’s local economy; AG : Bristol’s population; educational facilities.	n/a
Economy and Employment	8. To support the economy and ensure that there are suitable opportunities for employment	DMC17 DMC18 DMC19 DMC20 DMC21	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
	9. Ensure access to a range of shopping facilities for all sections of society	DMC22 DMC23	?	?	?	I	Both	Local and City-wide.	R : Bristol’s local economy; Bristol’s population; AG : Local businesses.	n/a
Townscape and Landscape	10. To ensure the conservation and enhancement of local character including landscape features and the historic environment and its setting	DMC24	+/?	+/?	+/?	I	P	Local and City-wide.	R : Cultural heritage; built environment; AG : Bristol’s population.	n/a
	11. To ensure the conservation and enhancement of biological and geological assets and improve the quality of wildlife habitats	DMC25 DMC26	?	?	?	I	Both	Local and City-wide.	R : Local wildlife and biodiversity; natural environment; AG : Bristol’s population; wildlife.	MB : Include provision that density below the minimum may be acceptable where it would protect biodiversity or geodiversity assets.
	12. To ensure the protection and enhancement of green and blue infrastructure and ensure access to a variety of open space and recreation	DMC27	?	?	?	I	Both	Local and City-wide.	As above.	n/a
Transport	13. To encourage a demonstrable modal shift and reduce the need to travel	DMC28 DMC29	+/?	+/?	+/?	I	Both	Local and City-wide.	R : Public health; AG : Bristol’s population.	n/a
	14. To maintain and improve the existing highway network	DMC30 DMC31	?	?	?	I	Both	Local; City-wide; Trans-boundary.	As above, plus R : Bristol’s highway network.	n/a
Climate, Energy and Waste	15. To reduce the risk of flooding from all sources	DMC32 DMC33	?	?	?	I	Both	Local; City-wide; Trans-boundary.	R : Natural environment (water); AG : Bristol’s population; local wildlife.	n/a
	16. Sustainably manage natural resources, including water demand and quality and reducing waste being landfilled	DMC34 DMC35 DMC36 DMC37	?	?	?	I	Both	Local; City-wide; Trans-boundary.	R : Natural environment (water); AG : Bristol’s population; local wildlife.	n/a
	17. Minimise air and noise pollution	DMC38	?	?	?	I	Both	Local; City-wide; Trans-boundary.	R : Natural environment (water and land); AG : Bristol’s population; local wildlife.	n/a
	18. To maximise the potential for energy efficiency, reduce greenhouse gas emissions and ensure that the built and natural environment and its communities can withstand the effects of climate change	DMC39 DMC40 DMC41 DMC42	?	?	?	I	Both	Local; City-wide; Trans-boundary.	R : Localised air quality; biodiversity; public health; built environment; AG : Bristol’s population; local wildlife.	n/a

Evaluation of effects	Urban living
	Scale of effects: The scale of effects would be site specific, local and city-wide. With more intensive development directed towards Bristol City Centre, Bristol Temple Quarter and St. Philip’s Marsh, alongside areas defined as Areas of Growth and Regenerations, these policies would generate direct and concentrated effects in these locations, with cumulative effects experienced in the immediate and wider area in terms of visual and transport impacts, amongst others. As these policies are likely to help encourage efficient use of land across the city, they are likely to generate synergistic and cumulative effects across the plan area, particularly in combination with housing and employment policies. Social, economic and environmental effects of the grouped policies: • Policies UL1 and UL2 would likely result in minor positive effects for SA Objective 1, by promoting Urban Living principles as a means of achieving a higher quantum of housing across the Plan Area. They also set minimum densities for residential development. However, effects against this SA Objective are also partly unknown, given that they may not support the delivery new affordable homes which would be dependent upon development proposals, including design and viability considerations. • As the core component of both policies are to drive efficient use of land, they are both likely to generate significant positive benefits for SA Objective 2. Requiring development to reflect optimum densities and directing greater density towards the city centre and inner urban areas, would function to encourage brownfield land to be used most efficiently in more sustainable areas of the city (DMC5 and DMC6). The significant positive effects are uncertain for Policy UL2, as higher densities will only be expected on ‘suitable sites’ and subject to a number of qualifying criteria. • Policy UL1 is considered likely to have potential to generate minor, indirect positive effects for SA Objective 3, given that it defines suitable sites as those within or close to the city’s town and district which are likely to have a concentrated proportion of services or facilities. Major development proposals could also enhance existing or provide further service development where this is evidenced, and where s106 or CIL funding includes requirements for such provisions. For Policy UL2, major residential development could enable indirect local improvements to key services, social infrastructure and local centres through the benefits of density on the vitality of areas, and through the impact of concentrations of developer contributions on areas experiencing higher densities. However, effects would be uncertain given the potential for higher densities of development to overburden existing and new services. Effects of Policy UL2 for SA Objectives 3, 7 and 9 are therefore unknown. • Policy UL1 could generate direct minor positive effects for SA Objective 5. The policy requires development to deliver high quality and well-designed environments while maximising density. This policy could support improvements to the built environment within Areas of Growth and Regeneration as well as town and district centres located in deprived areas. A similar result may occur for Policy UL2, where residential development is proposed within areas of existing deprivation, and this policy could create indirect minor positive effects for SA Objective 5, where the policy may support regeneration or further investment in such areas. However, as regeneration is linked to scale and relies upon compliance with other relevant design policies, the effects of Policies UL1 and UL2 for Objective 5 are partly unknown. • Policy UL1 is expected to generate uncertain, but potentially minor positive, indirect effects for SA Objective 6, given that it sets out general provisions in support of delivering high quality environments. Subject to site specific considerations, this may enable contribution to positive well-being of future occupants through well-designed living conditions. Similarly, Policy UL2 refers to liveability and design standards and accessibility to services and facilities and these requirements are likely to help ensure good living conditions within new residential development and contribute to the positive well-being of future occupants. Therefore, uncertain (but potentially positive effects) are recorded for this policy for SA Objective 6. • Where Policy UL1 seeks to direct development towards locations considered most sustainable (i.e. well-connected to sustainable modes of transport and/or ‘walkable’ from the City Centre), the air quality baseline and associated health outcomes may improve when compared to the absence of such policy within the Local Plan. However, potentially positive effects expected for this policy in relation to SA Objectives 6 and 17 are considered mainly unknown, being dependent upon factors such as existing air quality baseline, development siting with respect to sustainable modes of transport, and components of design proposals including car-dependency. Policy UL2 is likely to have similar uncertain effects in relation to these SA Objectives: that is, being potentially positive by promoting the highest densities where a range of services and facilities are likely to be accessible to residents by active modes and sustainable transport, however by introducing additional residents into areas which are already within the AQMA or cumulative impact areas. • Both policies could create positive effects for SA Objective 8 where urban living principles support development of mixed uses within buildings and on development sites. By directing more intensive development towards more sustainable locations it is also possible that there may be a reduced need to travel for employment opportunities as these would be in closer proximity to existing and/or proposed residential development. • Both policies could generate minor positive effects for SA Objective 9 where the policy includes provisions for development of mixed uses within or close to the city centre, town and district centres. By requiring more intensive development to be sited in such locations, these policies could enhance local retail centres both in terms of their viability and vitality. However, effects of the policies are also partially unknown given site-specific and design proposal dependencies, alongside the future resilience of retail uses within centres. • The effects Policy UL1 and UL2 against SA Objective 10 are likely to be uncertain yet potentially positive. Policy UL1 requires that new development reflects the urban character of Bristol, while Policy UL2 allows for lower densities of development to be delivered where it is essential to protect the character of the locality or the character and setting of heritage assets. Given that the specific effects on the heritage assets, landscape and townscape will be dependent on the precise design of new developments, the effects recorded are partially unknown. • The effects relating to SA Objectives 11 and 12 are unknown for both policies. Neither policy directly influences the protection and enhancement of the natural environment. Proposals for higher densities may be more likely to result in developments that have effects on the natural environment, if these do not otherwise conserve or enhance the natural environment. • By directing more intensive development towards more sustainable locations of the city, including those close to major public transport routes and corridors, Policy UL1 and UL2 could have indirect positive effects for SA Objective 13 where it encourages more sustainable travel patterns (i.e. active travel). Benefits are likely to result from reducing distances between employment and residential development, and intensifying development such that it is concentrated at key sustainable transport nodes. The effects are partially unknown, particularly in relation to SA Objective 14, given that changes in travel patterns will be influenced by the decisions of individual residents which are uncertain. • The effects of both policies for SA Objective 15 are unknown as they remain dependent on the level of flood risk experienced at individual sites and surrounds as well as the design and type of development at individual developments. It is assumed that site selection for development proposals would follow the sequential test to direct development away from areas of highest flood risk in accordance with Policy FR1. • Against SA Objectives 16 and 18, effects of Policies UL1 and UL2 are unknown, as development proposals may have impacts on local and/or city-wide water resources. However, this is linked to the intensification of land use, the type and design of development, and the resilience of water supply across the plan period. Whilst Policy UL1 supports the principle of high-quality design, the standard of sustainable design, energy efficiency and construction are unknown as it is directed by other policies in the plan.

Policies H1 – H10: Assessment of the Effects of Housing Policies

Policies H1 – H10: Housing

This section sets out the appraisal of the policies in the Bristol Local Plan Pre-Submission Publication Version (November 2023) that address delivery of new housing (including affordable homes) within the Plan area. The policies in this section of the Local Plan seek to ensure: the delivery of new and affordable homes; that best use is made of existing development allocations; that residential sites reserved for homes are not unnecessarily used for other purposes; and the development of student housing is managed to safeguard existing communities whilst supporting thriving universities. These policies also recognise that a mix of housing types, sizes and tenures will be better able to meet the changing needs and aspirations of Bristol's residents, and to adapt to future changes in household size and form. The Publication Version November 2023 Draft Local Plan includes the following policies in relation to this topic area:

- Policy H1 Delivery of new homes – Bristol's housing requirement
- Policy AH1 Affordable housing provision
- Policy H2 Preventing the loss of residential accommodation
- Policy H4 Housing type and mix
- Policy H5 Self-build and community-led housing
- Policy H6 Houses in multiple occupation and other shared housing
- Policy H7 Managing the development of purpose-built student accommodation
- Policy H8 Older people's and other specialist needs housing
- Policy BTR1 Build to Rent housing
- Policy H9 Accessible homes
- Policy H10 Planning for traveller sites

Reasonable alternatives considered

The majority of the realistic alternatives considered for the housing policies are described in the Interim SA Report (2019) which is included as an annex to this report. However, the Bristol Local Plan Pre-Submission Publication Version (November 2023) also includes new policies (Policy AH1 and Policy BTR1) which were not included in the Draft Local Plan March 2019 Consultation version, for which realistic alternatives are discussed below.

Section 5 of the main SA Report considers the sustainability effects of implementing different strategic reasonable alternatives for housing need and distribution against the framework. The main sustainability issues for housing, overall quantum of housing numbers and the broad locations for new homes within Bristol have therefore already been considered. The options for housing policies considered are as follows:

Policy H1 Delivery of new homes – Bristol's housing requirement

As this policy represents the strategy for housing growth within the city, this has been assessed alongside the other strategic reasonable alternatives for the plan within the main SA report (Section 5).

Policy AH1 Affordable housing provision (new Publication Version November 2023 policy)

The Interim SA Report 2019 did not consider alternatives for Policy AH1 given it is a new policy that did not form part of the Draft Local Plan March 2019 Consultation version.

The adopted policy position for affordable housing is led by Policy BCS17 within the Core Strategy, which refers to affordable housing percentage requirements by Strategic Housing Market Assessment (SHMA) Zones for major housing sites of 15 dwellings or more. This requires 40% of affordable homes in the North West, Inner West and Inner East Bristol zones, and 30% in all other locations. An indicative citywide tenure split of 77% social rented and 23% intermediate affordable housing is sought by the policy. Policy DM3 sets out the affordable housing requirement from smaller residential developments comprising between 10-14 dwellings.

The NPPF (paragraph 20) deems policies relating to 'affordable housing' as strategic policies. The JSP Policy 3 had previously set the planning policy approach for new affordable housing. To enable conformity with this strategic level plan, a draft policy was therefore not defined within the Draft Local Plan March 2019 Consultation version. However, given that the JSP is no longer being progressed it is considered necessary to introduce an updated affordable housing policy.

The NPPF Chapter 5 includes the Government's objective of significantly boosting the supply of homes. In support of this aim, this chapter of the NPPF requires that planning policies reflect the housing needs of different groups, including the need for affordable housing. Furthermore, NPPF Chapter 3 outlines that Local Plans should set out the contributions expected from developments including the level and types of affordable housing.

The Bristol Corporate Strategy (2022 – 2027) includes Priority HC1, which is set out to ensure the affordability, availability, diversity and sustainability of housing for all. Housing policy at a local level is also included in BCC's Affordable Housing Delivery Plan 2022-2025, which seeks to deliver affordable housing at pace by bringing together BCC's operations and ways of delivering homes.

Policy AH1 sets out a minimum target of 12,000 affordable homes to be delivered over the plan period. In order to achieve this target, the policy sets out the overall proportion for the level of affordable housing sought. The policy also sets proportions for the type of affordable housing needed and ensures provision complies with relevant national and local requirements.

This approach aligns with the Corporate Strategy direction as well as the Affordable Housing Delivery Plan 2022-2025 and is broadly in accordance with NPPF. A 'policy-off' option is therefore not considered further.

Policy H2 Preventing the loss of residential accommodation

Two options were considered within the Interim SA Report (2019):

- Option 1 No new policy in relation to preventing loss of residential accommodation within the Local Plan; or
- Option 2 Introduce new policy in relation to preventing loss of residential accommodation within the Local Plan.

The Interim SA Report (2019) states that a 'no policy option' is not considered a reasonable alternative for the Local Plan Review.

No revisions have been made to Policy H2 from the Draft Local Plan March 2019 Consultation version to the version of Policy H2 included in the Publication Version November 2023 Draft Local Plan.

Policy H4 Housing type and mix

Two options were considered within the Interim SA Report (2019):

- Option 1 No new policy in relation to housing type and mix within the Local Plan; or
- Option 2 Introduce new policy in relation to housing type and mix within the Local Plan.

The Interim SA Report (2019) states that a 'no policy option' is not considered a reasonable alternative for the Local Plan Review.

This policy has been subject to a minor update from the Draft Local Plan March 2019 Consultation version to replace the need for development proposals to have regard to '*local housing requirements*' with '*local housing evidence*'.

Policy H5 Self-build and community-led housing

Two options were considered within the Interim SA Report (2019):

- Option 1 No new policy in relation to self-build and community-led housing within the Local Plan; or
- Option 2 Introduce new policy in relation to self-build and community-led housing within the Local Plan.

The Interim SA Report (2019) states that a 'no policy option' is not considered a reasonable alternative for the Local Plan Review.

This policy has been updated from the Draft Local Plan March 2019 Consultation version. Policy H5 of the Publication Version November 2023 Draft excludes a site allocation specifically for self-build and custom housing and/or community-led housebuilding (Cousins Lane, St. George), and includes two site allocations where a minimum of 5% of homes would be required to be delivered in this category:

- Land at Bath Road, Brislington
- Land to west of Elsbet Drive, Highridge

The requirements for community-led housing exception sites have not been subject to change in the Bristol Local Plan Pre-Submission Publication Version (November 2023). However, further detail is now set out in the policy in relation to underused land or sites within Industry and Distribution Areas, where a caveat is included that such locations could provide community-led housing '*provided the proposal is compatible with the industrial character of the area and would not adversely impact on the viability and continued operation of existing industrial uses*'.

In addition, the policy includes new requirements for proposals for community-led housing on sites allocated specifically for self-build, custom housebuilding, and community-led housing and on community-led housing exception sites, which should, *'where viable, be delivered primarily as affordable housing'*. Policy H5 also includes the new expectation that all other sites for proposed community-led housing should contribute to affordable housing provision in accordance with Policy AH1. However, sites that are set out for self-build and or custom housebuilding in the policy are not required to accord with Policy AH1.

Policy H6: Homes in multiple occupation and other shared housing

This policy was titled Policy H6 Homes in multiple occupation and other shared housing - Citywide criteria in the Draft Local Plan March 2019 Consultation version and appraised as this in the Interim SA Report (2019). Two options were considered within the Interim SA Report (2019):

- Option 1 No new policy in relation to homes in multiple occupation and other shared housing within the Local Plan
- Option 2 Introduce new policy in relation to homes in multiple occupation and other shared housing within the Local Plan

The Interim SA Report (2019) states that a 'no policy option' is not considered a reasonable alternative for the Local Plan Review.

This policy has had an update from the Draft Local Plan March 2019 Consultation version. Policy H6 of the Bristol Local Plan Pre-Submission Publication Version (November 2023) expands on the requirement for development proposals to have regard to the effects of over concentration of homes in multiple occupation (HMOs) in relation to *'any residential property being directly between two houses in multiple occupation'* now stating that *'where any residential property or properties are already located between two houses in multiple occupation proposals for the intensification of either house in multiple occupation will not be permitted'*. It also removes references to purpose-built student accommodation when considering new HMO or HMO intensification proposals against the 10% concentration threshold within the defined area.

Policy H7 Managing the development of purpose-built student accommodation

Two options were considered within the Interim SA Report (2019):

- Option 1 No new policy in relation to purpose-built student accommodation (PBSA) housing within the Local Plan
- Option 2 Introduce new policy in relation to purpose-built student accommodation housing within the Local Plan

The Interim SA Report (2019) states that a 'no policy option' is not considered a reasonable alternative for the Local Plan Review.

This policy been subject to several updates from the Draft Local Plan March 2019 Consultation version. In summary, the changes To Policy H7 are as follows:

- A new requirement for proposals to be consistent with other planning policies, including policies for *‘achieving a net zero and climate resilient city and delivering well-designed development’*.
- Clarification that PBSA proposals will be expected to have the support of the relevant higher education provider *‘when larger scale development is proposed’*.
- Removal of the maximum number of bed spaces within the defined University of Bristol campus locations for PBSA, however the locations included within the Draft Local Plan March 2019 Consultation version are retained. It sets out that PBSA proposals will be permitted in these locations, provided *‘the development would not give rise to unacceptable traffic conditions’*.
- A new requirement for *‘community-led strategies’* as an additional method by which appropriate locations for PBSA might be identified.
- A new requirement for a percentage of affordable housing within PBSA – where development at locations stipulated in the policy will be *‘expected to include an appropriate proportion (at least 30%) of affordable student housing to meet identified need’*.
- Removed requirement to *‘avoid areas with a primarily residential context’* for setting out other locations where PBSA could form mixed use development comprising a proportion of other residential uses.

Amendments are also made within Policy H7 to the total number of bedspaces permitted:

- Up to 4,600 bed spaces at Bristol Temple Quarter and St. Philip’s Marsh (where the Draft Local Plan March 2019 Consultation version specified up to 3,000 bed spaces at Bristol Temple Quarter (2,300) and St. Philip’s Marsh (700));
- Up to 750 bed spaces within Bristol Shopping Quarter (Broadmead) and up to 500 bed spaces within Frome Gateway (where the Draft Local Plan March 2019 Consultation version specified up to a combined total of up to 1,000 bed spaces within Bristol Shopping Quarter (Broadmead) and Frome Gateway);
- Up to 1,600 bed spaces within Central Bedminster (where the Draft Local Plan March 2019 Consultation version specified up to 1,000 bed spaces within Central Bedminster); and
- Western Harbour is also no longer identified as a location for purpose-built student accommodation (where the Draft Local Plan March 2019 Consultation version specified up to 500 bed spaces at Western Harbour).

New locations for purpose-built student accommodation would be identified which comprise both existing campuses and locations that would support the Development Strategy.

Amendments to the supporting text of the policy reflect the changes made to the policy text. The changes provide further explanation in relation to the approach for affordable student housing and the delivery of purpose-built student accommodation at locations beyond where specific housing numbers have been indicated. The supporting text is clear that *‘proposals do not need to have the support of the relevant higher education provider where all bed spaces within a development are provided as affordable student housing’*. Reference to the need to avoid the delivery of purpose-built student accommodation within St. Paul’s, Old Market and parts of the Harbourside have been removed and instead it is stated that development *‘should where feasible form part of a mixed use development with the mix of uses provided appropriate to the site and its context’* and that the

‘provision of purpose-built student accommodation should also be balanced with the needs and expectations of the wider community’.

Policy H8 Older peoples’ and other specialist needs housing

Two options were considered within the Interim SA Report (2019):

- Option 1 No new policy in relation to older peoples’ and other specialist needs housing within the Local Plan; and
- Option 2 Introduce new policy in relation to older peoples’ and other specialist needs housing within the Local Plan.

The Interim SA Report (2019) states that a ‘no policy option’ is not considered a reasonable alternative for the Local Plan Review.

The Bristol Local Plan Pre-Submission Publication Version (November 2023) updates reference in the policy to affordable housing requirements for specialist older persons’ housing. While the threshold requirements are the same as the March 2019 Consultation version of Policy H8 (60 or more dwellings must provide a minimum of 10% affordable housing for older people), Policy H8 indicates that this must be delivered without public subsidy.

The policy also embeds the requirements of new Policy AH1 and sets out that:

- Developers will be expected to demonstrate whether circumstances justify the need for a viability assessment and provide full development appraisals to demonstrate alternative affordable housing provision.
- If the level of affordable housing secured without public subsidy would be below the expected percentage, developers should work with BCC to deliver additional affordable housing to achieve the requirement through alternative mechanisms.
- Proposals should ensure that affordable housing is met on site unless off-site provision or an appropriate financial contribution instead can be robustly justified, and the agreed approach contributes to the creation of mixed and balanced communities.
- Development of age-restricted general market housing, retirement living, and sheltered housing should provide a contribution towards affordable housing in accordance with policy AH1.

Under the general provisions for older peoples’ and other specialist needs housing, amendments to Policy H8 include the requirement for at least 10% of all dwellings, with the exception of extra care or housing with care dwellings, to be designed to be wheelchair accessible, or easily adaptable for residents who are wheelchair users (compliant with Building Regulations M4(3) Category 3: Wheelchair user dwellings). All older people’s and other specialist needs housing should provide a good standard of accommodation that meets the needs of all occupiers.

Policy BTR1: Build to Rent housing

The Interim SA Report 2019 did not consider alternatives for Policy BTR1 given it is a new policy that did not form part of the Draft Local Plan March 2019 Consultation version.

The Bristol Corporate Strategy (2022 – 2027), Priority HC1 is set out to ‘*ensure the affordability, availability, diversity and sustainability of housing for all*’. As part of this aim a ‘living rent’ is to be pursued for the city. The build to rent sector is a fast-growing part of new housing supply in Bristol. The Local Housing Needs Assessment (2021) data suggests there is a need to ensure greater affordability within this sector⁷. It is expected that setting policy for criteria for Build to Rent properties in terms of increased diversity will help to address this issue.

Build to Rent and affordable housing within build to rent schemes, known as Affordable Private Rent, are defined in the NPPF (2021). In addition, the PPG states that if a need for Build to Rent is identified, authorities should include a policy setting out their approach to promoting and accommodating build to rent. This should recognise the circumstances and locations where build to rent developments will be encouraged – for example as part of large sites and/or a town-centre regeneration area⁸.

Policy BTR1 is set out to ensure that new build to rent development makes a positive contribution to people’s housing choice and opportunity within the city’s private rented sector. Developments should meet specified operational requirements and contribute toward the delivery of affordable housing. This approach aligns with the Corporate Strategy direction and is broadly in accordance with NPPF. A ‘policy-off’ option is therefore not considered further.

Policy H9 Accessible homes

Two options were considered within the Interim SA Report (2019):

- Option 1 No new policy in relation to accessible homes within the Local Plan; and
- Option 2 Introduce new policy in relation to accessible homes within the Local Plan.

The Interim SA Report (2019) states that a ‘no policy option’ is not considered a reasonable alternative for the Local Plan Review.

The introductory text to this policy has been revised since the Draft Local Plan March 2019 Consultation version, whereby reference is now included to increased incidence of disability with age and as a result of general population growth in the city, which has resulted in the need for more new homes to incorporate features to assist a range of occupiers. The supporting text of the policy has also been subject to a minor revision with reference now included to the need for multi-storey development to be lift serviced, where practicable. Where no lift is provided all ground floor dwellings should meet relevant policy requirements and should be prioritised for affordable housing where affordable housing provision has been secured.

No revisions have been made to the policy text from the Draft Local Plan March 2019 Consultation version to the version of Policy H9 included in the Publication Version November 2023 Draft Local Plan.

⁷ West of England Combined Authority (2021) Local Housing Needs Assessment (2021) – Build to Rent, Figure 47 and para 3.72.

⁸ Paragraph: 001 Reference ID: 60-001-20180913

Policy H10 Planning for traveller sites

Two options were considered within the Interim SA Report (2019):

- Option 1 No new policy in relation to traveller sites within the Local Plan; or
- Option 2 Introduce new policy in relation to traveller sites within the Local Plan.

The Interim SA Report (2019) states that a 'no policy option' is not considered a reasonable alternative for the Local Plan Review.

The introductory text to this policy has been revised since the Draft Local Plan March 2019 Consultation version, whereby it is noted that BCC has commissioned a Gypsy and Traveller accommodation assessment to determine the specific needs for traveller sites. The supporting text of the policy has also been subject to a minor revision stating that proposals '*should have regard to the needs for traveller sites as identified in the most recent Gypsy and Traveller Accommodation Assessment*'.

No revisions have been made to the policy text from the Draft Local Plan March 2019 Consultation version to the version of Policy H10 included in the Publication Version November 2023 Draft Local Plan.

Policy H3: Making the best use of site allocations in the Draft Local Plan March 2019 Consultation version

This policy has not been taken forward in the Publication Version November 2023 Draft Local Plan, as it was considered that this policy is no longer necessary. The issues it referred to are addressed through other policies in the Publication Version November 2023 Draft Local Plan. Policy UL1 sets out that development should make efficient use of land and Policy DA1 sets out the uses individual sites allocated in the plan should be developed for. Furthermore, Policy H1 is clear that the housing figure for the plan area is to be exceeded where this can be supported by service and infrastructure capacity.

Assessment and evaluation of effects

Consideration of technical and other difficulties in the identification / assessment of alternatives

In terms of difficulties encountered in identifying reasonable alternatives of policies under this theme, the following specific issues were considered:

- Reasonable alternatives for housing policies are directed by the Local Plan's Development Strategy, and as such are guided by reasonable alternatives for housing identified in the Strategic Reasonable Alternatives Section 5 of the SA Report.
- Up-to-date guidance on the current mix of housing in communities or Areas of Growth and Regeneration was not available to inform the appraisal of certain housing policies including Policy H4.
- Issues related to consideration of evidence base documents – where an updated Infrastructure Delivery Plan (IDP) was not available to support understanding of infrastructure required to support projected student population growth.

- Details relating to the self-build register or an equivalent for gypsy, traveller and travelling show people were not available for the purposes of appraisal of Policy H5 and H7 respectively.
- BCC's Gypsy and Traveller accommodation assessment was not available for the assessment or consideration of alternatives for Policy H7.

Summary of assessment findings

As described above, several changes have been made to the housing policies between the Draft Local Plan March 2019 Consultation and the Publication Version November 2023 Draft Local Plan. As such, the assessment of the expected effects of these policies reflects these changes and are adjusted when compared to those reported in the Interim SA Report (2019), which are included as annex to this report. To ensure that all expected effects of new policies included in the Local Plan are presented in this report, a summary of the effects for these policies is also set out below.

Policy AH1 Affordable housing provision

SEA Theme	SA Framework Objective	D-M Criteria	Policy Option 2 - Introduce new policy in relation to takeaways within the Local Plan							
			Significance of Effect (0/+/- / ?)			Direct (D) or Indirect (I)	Temporary (T) or Permanent (P)	Spatial Scale of Effect	Receptors (R) and/or affected groups (AGs)	Suggested Appropriate Mitigation (AM) / Policy Cross-reference (CR) / opportunity to maximise benefit (MB)
			Short	Med	Long					
Population, Housing and Communities	1.To ensure an adequate and diverse supply of housing that is affordable to everyone	DMC1 DMC2 DMC3 DMC4	++/?	++/?	++/?	D	P	Local and city-wide	R: Local Housing Market and Bristol's population; AG: Bristol's population and households.	n/a
	2. Promote the conservation and wise use of land, maximising the reuse of previously developed land	DMC5 DMC6 DMC7	?	?	?	I	P	Local and city-wide	R: Previously developed land, greenfield land. AG: As above.	n/a
	3. Ensure easy and affordable access to key services	DMC8	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
	4. Increase participation in cultural and community activities	DMC9	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Health and Inequalities	5. To reduce poverty and income inequality and improve the quality of life for those living in areas of concentrated disadvantage	DMC10 DMC11	++/?	++/?	++/?	I	P	City-wide	R and AG: Bristol's population and household within deprived areas.	n/a
	6. To reduce health inequalities and promote healthy lifestyles across the city	DMC12 DMC13 DMC14	+/?	+/?	?	I	P	City-wide	R and AG: Bristol's population and household within poor health areas.	n/a
	7. Ensure access to education and learning for all sections of society	DMC15 DMC16	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Economy and Employment	8. To support the economy and ensure that there are suitable opportunities for employment	DMC17 DMC18 DMC19 DMC20 DMC21	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
	9. Ensure access to a range of shopping facilities for all sections of society	DMC22 DMC23	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Townscape and Landscape	10. To ensure the protection and enhancement of the historic environment and its setting	DMC24	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
	11. To ensure the protection and enhancement of biological and geological assets and improve the quality of wildlife habitats	DMC25 DMC26	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
	12. To ensure the protection and enhancement of green and blue infrastructure and ensure access to a variety of open space and recreation	DMC27	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Transport	13. To encourage a demonstrable modal shift and reduce the need to travel	DMC28 DMC29	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
	14. To maintain and improve the existing highway network	DMC30 DMC31	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Climate, Energy and Waste	15. To reduce the risk of flooding from all sources	DMC32 DMC33	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
	16. Sustainably manage natural resources, including water demand and quality and reducing waste being landfilled	DMC34 DMC35 DMC36 DMC37	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
	17. Minimise air and noise pollution	DMC38	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
	18. To maximise the potential for energy efficiency, reduce greenhouse gas emissions and ensure that the built and natural environment and its communities can withstand the effects of climate change	DMC39 DMC40 DMC41 DMC42	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a

Policy H2 Preventing the loss of residential accommodation

SEA Theme	SA Framework Objective	D-M Criteria	Policy Option 2 - Introduce new policy in relation to takeaways within the Local Plan							
			Significance of Effect (0/+/- / ?)			Direct (D) or Indirect (I)	Temporary (T) or Permanent (P)	Spatial Scale of Effect	Receptors (R) and/or affected groups (AGs)	Suggested Appropriate Mitigation (AM) / Policy Cross-reference (CR) / opportunity to maximise benefit (MB)
			Short	Med	Long					
Population, Housing and Communities	1.To ensure an adequate and diverse supply of housing that is affordable to everyone	DMC1 DMC2 DMC3 DMC4	+	+	+	D	P	City-wide	R and AG: Bristol's population and households.	n/a
	2. Promote the conservation and wise use of land, maximising the reuse of previously developed land	DMC5 DMC6 DMC7	+/?	+/?	+/?	I	P	City-wide	R: Previously developed land AG: As above.	n/a
	3. Ensure easy and affordable access to key services	DMC8	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
	4. Increase participation in cultural and community activities	DMC9	0/?	0/?	0/?	I	P	Local and City-wide	AG: Bristol's population.	n/a
Health and Inequalities	5. To reduce poverty and income inequality and improve the quality of life for those living in areas of concentrated disadvantage	DMC10 DMC11	0/?	0/?	0/?	I	P	Local and City-wide	R: Built environment. AG: Bristol's population.	n/a
	6. To reduce health inequalities and promote healthy lifestyles across the city	DMC12 DMC13 DMC14	+/?	+/?	+/?	Both	P	Local and City-wide	R: Public health. AG: Bristol's population.	n/a
	7. Ensure access to education and learning for all sections of society	DMC15 DMC16	0/?	0/?	0/?	I	P	Local and City-wide	R: Bristol's population. AG: All groups.	n/a
Economy and Employment	8. To support the economy and ensure that there are suitable opportunities for employment	DMC17 DMC18 DMC19 DMC20 DMC21	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
	9. Ensure access to a range of shopping facilities for all sections of society	DMC22 DMC23	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Townscape and Landscape	10. To ensure the protection and enhancement of the historic environment and its setting	DMC24	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
	11. To ensure the protection and enhancement of biological and geological assets and improve the quality of wildlife habitats	DMC25 DMC26	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
	12. To ensure the protection and enhancement of green and blue infrastructure and ensure access to a variety of open space and recreation	DMC27	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Transport	13. To encourage a demonstrable modal shift and reduce the need to travel	DMC28 DMC29	0/?	0/?	0/?	I	P	Local and City-wide	R: Public health; AG: Bristol's population.	n/a
	14. To maintain and improve the existing highway network	DMC30 DMC31	0/?	0/?	0/?	I	P	Local and City-wide	R: Bristol's highway network; public health; Bristol's population.	n/a
Climate, Energy and Waste	15. To reduce the risk of flooding from all sources	DMC32 DMC33	0/?	0/?	0/?	I	P	Local and City-wide	R: Natural environment (water); AG: Bristol's population; local wildlife.	n/a
	16. Sustainably manage natural resources, including water demand and quality and reducing waste being landfilled	DMC34 DMC35 DMC36 DMC37	0/?	0/?	0/?	D	P	City wide	R: Natural environment (water and land); AG: Bristol's population; local wildlife.	n/a
	17. Minimise air and noise pollution	DMC38	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
	18. To maximise the potential for energy efficiency, reduce greenhouse gas emissions and ensure that the built and natural environment and its communities can withstand the effects of climate change	DMC39 DMC40 DMC41 DMC42	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a

Policy H4 Housing type and mix

SEA Theme	SA Framework Objective	D-M Criteria	Policy Option 2 - Introduce new policy in relation to housing type and mix							
			Significance of Effect (0/+/- / ?)			Direct (D) or Indirect (I)	Temporary (T) or Permanent (P)	Spatial Scale of Effect	Receptors (R) and/or affected groups (AGs)	Suggested Appropriate Mitigation (AM) / Policy Cross-reference (CR) / opportunity to maximise benefit (MB)
			Short	Med	Long					
Population, Housing and Communities	1.To ensure an adequate and diverse supply of housing that is affordable to everyone	DMC1 DMC2 DMC3 DMC4	++/?	++/?	++/?	D	P	City-wide	R and AG: Bristol households and population.	MB: Ensure additional up-to-date guidance on the current mix of housing in communities or Areas of Growth and Regeneration is available, to support definition of ‘mixed and balanced communities’ and an ‘appropriate mix of housing’.
	2. Promote the conservation and wise use of land, maximising the reuse of previously developed land	DMC5 DMC6 DMC7	+/?	+/?	+/?	D	P	City-wide	R: Various (urban and greenfield sites). AG: Bristol’s population and households.	n/a
	3. Ensure easy and affordable access to key services	DMC8	+/?	+/?	+/?	I	P	City-wide	R: Bristol’s population and households. AG: As above, and Bristol businesses.	n/a
	4. Increase participation in cultural and community activities	DMC9	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Health and Inequalities	5. To reduce poverty and income inequality and improve the quality of life for those living in areas of concentrated disadvantage	DMC10 DMC11	+/?	+/?	+/?	I	P	Local and City-wide	R: Bristol’s population and household within deprived areas. AG: As above.	n/a
	6. To reduce health inequalities and promote healthy lifestyles across the city	DMC12 DMC13 DMC14	+/?	+/?	+/?	I	P	Local and City-wide	R: Bristol’s population and household within poor health areas. AG: As above.	n/a
	7. Ensure access to education and learning for all sections of society	DMC15 DMC16	+/?	+/?	+/?	I	P	City-wide	R: Bristol’s population and households. AG: As above, and Bristol businesses.	n/a
Economy and Employment	8. To support the economy and ensure that there are suitable opportunities for employment	DMC17 DMC18 DMC19 DMC20 DMC21	+/?	+/?	+/?	I	P	City-wide	R: Bristol’s employees and employers. AG: As above, and Bristol businesses.	n/a
	9. Ensure access to a range of shopping facilities for all sections of society	DMC22 DMC23	+/?	+/?	+/?	I	P	City-wide	R and AG: Bristol’s population and households, and local businesses.	n/a
Townscape and Landscape	10. To ensure the protection and enhancement of the historic environment and its setting	DMC24	0/?	0/?	0/?	I	P	Local	R: Cultural heritage; historic environment; AG: Bristol’s population.	n/a
	11. To ensure the protection and enhancement of biological and geological assets and improve the quality of wildlife habitats	DMC25 DMC26	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
	12. To ensure the protection and enhancement of green and blue infrastructure and ensure access to a variety of open space and recreation	DMC27	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Transport and Movement	13. To encourage a demonstrable modal shift and reduce the need to travel	DMC28 DMC29	?	?	?	I	P	Local and City-wide	R: Bristol’s population and natural environment. AG: Commuters and businesses.	n/a
	14. To maintain and improve the existing highway network	DMC30 DMC31	?	?	?	I	P	Local and City-wide	R: Bristol’s population and natural environment. AG: Commuters and businesses.	n/a
Climate, Energy and Waste	15. To reduce the risk of flooding from all sources	DMC32 DMC33	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
	16. Sustainably manage natural resources, including water demand and quality and reducing waste being landfilled	DMC34 DMC35 DMC36 DMC37	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
	17. Minimise air and noise pollution	DMC38	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
	18. To maximise the potential for energy efficiency, reduce greenhouse gas emissions and ensure that the built and natural environment and its communities can withstand the effects of climate change	DMC39 DMC40 DMC41 DMC42	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a

Policy H5 Self-build and community-led housing

SEA Theme	SA Framework Objective	D-M Criteria	Policy Option 2 - Introduce new policy in relation to							Suggested Appropriate Mitigation (AM) / Policy Cross-reference (CR) / opportunity to maximise benefit (MB)
			Significance of Effect (0/+/- / ?)			Direct (D) or Indirect (I)	Temporary (T) or Permanent (P)	Spatial Scale of Effect	Receptors (R) and/or affected groups (AGs)	
			Short	Med	Long					
Population, Housing and Communities	1.To ensure an adequate and diverse supply of housing that is affordable to everyone	DMC1 DMC2 DMC3 DMC4	++/?	++/?	++/?	D	P	City-wide	R and AG: Bristol’s households and population.	MB: Set out whether the proposed level of provision meets demand from the self-build register.
	2. Promote the conservation and wise use of land, maximising the reuse of previously developed land	DMC5 DMC6 DMC7	-/?	-/?	-/?	D	P	Local and City-wide	R: ROS and other sites. AG: Bristol’s population and households.	MB: Consider prescribing target densities for self-build and community-led sites.
	3. Ensure easy and affordable access to key services	DMC8	?	?	?	I	P	City-wide	R: Bristol’s population and households. AG: As above, and Bristol businesses.	n/a
	4. Increase participation in cultural and community activities	DMC9	?	?	?	D	P	City-wide	R: Bristol’s population. AG: Community groups and Bristol businesses.	n/a
Health and Inequalities	5. To reduce poverty and income inequality and improve the quality of life for those living in areas of concentrated disadvantage	DMC10 DMC11	0/?	0/?	0/?	I	P	Local	R: Bristol’s population and household within deprived areas. AG: As above.	n/a
	6. To reduce health inequalities and promote healthy lifestyles across the city	DMC12 DMC13 DMC14	?	?	?	I	P	Local	R: Bristol’s population and household within poor health areas. AG: As above.	n/a
	7. Ensure access to education and learning for all sections of society	DMC15 DMC16	?	?	?	I	P	Local	R and AG: Bristol’s population and households.	n/a
Economy and Employment	8. To support the economy and ensure that there are suitable opportunities for employment	DMC17 DMC18 DMC19 DMC20 DMC21	-/?	-/?	-/?	D	P	City-wide	R and AG: Bristol’s businesses.	MB: Provide greater definition or criteria which demonstrates land is ‘underused’ within an Industry and Distribution Area.
	9. Ensure access to a range of shopping facilities for all sections of society	DMC22 DMC23	?	?	?	I	P	Local	R and AG: Bristol’s population and households, and local businesses.	n/a
Townscape and Landscape	10. To ensure the protection and enhancement of the historic environment and its setting	DMC24	?	?	?	D	P	Local and City-wide	R and AG: Cultural heritage; historic environment.	n/a
	11. To ensure the protection and enhancement of biological and geological assets and improve the quality of wildlife habitats	DMC25 DMC26	-/?	-/?	-/?	D	P	Local and City-wide	R: Local wildlife and biodiversity; natural environment; AG: Bristol’s population; local wildlife.	n/a
	12. To ensure the protection and enhancement of green and blue infrastructure and ensure access to a variety of open space and recreation	DMC27	-/?	-/?	-/?	D	P	Local and City-wide	R: Local wildlife and biodiversity; natural environment; AG: Bristol’s population; local wildlife.	n/a
Transport and Movement	13. To encourage a demonstrable modal shift and reduce the need to travel	DMC28 DMC29	?	?	?	I	P	Local and City-wide	R: Bristol’s population and natural environment. AG: Commuters and businesses.	n/a
	14. To maintain and improve the existing highway network	DMC30 DMC31	?	?	?	I	P	Local and City-wide	R: Bristol’s population and natural environment. AG: Commuters and businesses.	n/a
Climate, Energy and Waste	15. To reduce the risk of flooding from all sources	DMC32 DMC33	?	?	?	I	P	Local and City-wide	R and AG: Bristol’s households and population.	n/a
	16. Sustainably manage natural resources, including water demand and quality and reducing waste being landfilled	DMC34 DMC35 DMC36 DMC37	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
	17. Minimise air and noise pollution	DMC38	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
	18. To maximise the potential for energy efficiency, reduce greenhouse gas emissions and ensure that the built and natural environment and its communities can withstand the effects of climate change	DMC39 DMC40 DMC41 DMC42	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a

Policy H6 Homes in multiple occupation and other shared housing

SEA Theme	SA Framework Objective	D-M Criteria	Policy Option 2 - Introduce new policy in relation to homes in multiple occupation and other shared housing							
			Significance of Effect (0/+/- / ?)			Direct (D) or Indirect (I)	Temporary (T) or Permanent (P)	Spatial Scale of Effect	Receptors (R) and/or affected groups (AGs)	Suggested Appropriate Mitigation (AM) / Policy Cross-reference (CR) / opportunity to maximise benefit (MB)
			Short	Med	Long					
Population, Housing and Communities	1.To ensure an adequate and diverse supply of housing that is affordable to everyone	DMC1 DMC2 DMC3 DMC4	+/?	+/?	+/?	D	P	Local and City-wide.	R: Local housing market, Bristol's population; AG: Bristol's population.	MB: Reference Houses of Multiple Occupation Supplementary Planning Document.
	2. Promote the conservation and wise use of land, maximising the reuse of previously developed land	DMC5 DMC6 DMC7	?	?	?	I	P	Local and City-wide.	As above, plus: R: Bristol's local economy; AG: Local businesses.	n/a
	3. Ensure easy and affordable access to key services	DMC8	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
	4. Increase participation in cultural and community activities	DMC9	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Health and Inequalities	5. To reduce poverty and income inequality and improve the quality of life for those living in areas of concentrated disadvantage	DMC10 DMC11	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
	6. To reduce health inequalities and promote healthy lifestyles across the city	DMC12 DMC13 DMC14	?	?	?	Both	Both	Local and City-wide.	R: Public health. AG: Bristol's population.	n/a
	7. Ensure access to education and learning for all sections of society	DMC15 DMC16	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Economy and Employment	8. To support the economy and ensure that there are suitable opportunities for employment	DMC17 DMC18 DMC19 DMC20 DMC21	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
	9. Ensure access to a range of shopping facilities for all sections of society	DMC22 DMC23	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Townscape and Landscape	10. To ensure the protection and enhancement of the historic environment and its setting	DMC24	+/?	+/?	+/?	I	P	Local and City-wide.	R: Cultural heritage; built environment; AG: Bristol's population.	n/a
	11. To ensure the protection and enhancement of biological and geological assets and improve the quality of wildlife habitats	DMC25 DMC26	?	?	?	I	Both	Local and City-wide.	R: Local wildlife and biodiversity; natural environment; AG: Bristol's population; wildlife.	n/a
	12. To ensure the protection and enhancement of green and blue infrastructure and ensure access to a variety of open space and recreation	DMC27	?	?	?	D	Both	Local and City-wide.	As above.	n/a
Transport	13. To encourage a demonstrable modal shift and reduce the need to travel	DMC28 DMC29	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
	14. To maintain and improve the existing highway network	DMC30 DMC31	+/?	+/?	+/?	I	Both	Local; City-wide.	R: Bristol's population and natural environment. AG: Commuters and businesses.	n/a
Climate, Energy and Waste	15. To reduce the risk of flooding from all sources	DMC32 DMC33	?	?	?	I	Both	Local; City-wide; Trans-boundary.	R: Natural environment (water); AG: Bristol's population; local wildlife.	n/a
	16. Sustainably manage natural resources, including water demand and quality and reducing waste being landfilled	DMC34 DMC35 DMC36 DMC37	?	?	?	I	Both	Local; City-wide; Trans-boundary.	R: Natural environment (water); AG: Bristol's population; local wildlife.	n/a
	17. Minimise air and noise pollution	DMC38	?	?	?	I	Both	Local; City-wide; Trans-boundary.	R: Natural environment (water and land); AG: Bristol's population; local wildlife.	n/a
	18. To maximise the potential for energy efficiency, reduce greenhouse gas emissions and ensure that the built and natural environment and its communities can withstand the effects of climate change	DMC39 DMC40 DMC41 DMC42	?	?	?	I	Both	Local; City-wide; Trans-boundary.	R: Localised air quality; biodiversity; public health; built environment; AG: Bristol's population; local wildlife.	n/a

Policy H7 Managing the development of purpose-built student accommodation

SEA Theme	SA Framework Objective	D-M Criteria	Policy Option 2 - Introduce new policy in relation to purpose-built student accommodation							
			Significance of Effect (0/+/- / ?)			Direct (D) or Indirect (I)	Temporary (T) or Permanent (P)	Spatial Scale of Effect	Receptors (R) and/or affected groups (AGs)	Suggested Appropriate Mitigation (AM) / Policy Cross-reference (CR) / opportunity to maximise benefit (MB)
			Short	Med	Long					
Population, Housing and Communities	1.To ensure an adequate and diverse supply of housing that is affordable to everyone	DMC1 DMC2 DMC3 DMC4	++/?	++/?	++/?	D	P	Local and City-wide.	R: Local housing market, Bristol's population; AG: Bristol's population.	n/a
	2. Promote the conservation and wise use of land, maximising the reuse of previously developed land	DMC5 DMC6 DMC7	+/?	+/?	+/?	D	P	Local and City-wide.	As above, plus: R: Bristol's local economy; AG: Local businesses.	n/a
	3. Ensure easy and affordable access to key services	DMC8	?	?	?	I	P	City-wide	R: Bristol's population and households; AG: As above, and Bristol businesses.	n/a
	4. Increase participation in cultural and community activities	DMC9	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Health and Inequalities	5. To reduce poverty and income inequality and improve the quality of life for those living in areas of concentrated disadvantage	DMC10 DMC11	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
	6. To reduce health inequalities and promote healthy lifestyles across the city	DMC12 DMC13 DMC14	?	?	?	Both	Both	Local and City-wide.	R: Public health. AG: Bristol's population.	n/a
	7. Ensure access to education and learning for all sections of society	DMC15 DMC16	?	?	?	I	P	City-wide	R and AG: Bristol's population and households.	n/a
Economy and Employment	8. To support the economy and ensure that there are suitable opportunities for employment	DMC17 DMC18 DMC19 DMC20 DMC21	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
	9. Ensure access to a range of shopping facilities for all sections of society	DMC22 DMC23	?	?	?	I	P	Local	R and AG: Bristol's population and households, and local businesses	AM: Consider setting out prescribed quantum for a mix of use on PBSA sites.
Townscape and Landscape	10. To ensure the protection and enhancement of the historic environment and its setting	DMC24	?	?	?	I	P	Local and City-wide.	R: Cultural heritage; built environment; AG: Bristol's population.	n/a
	11. To ensure the protection and enhancement of biological and geological assets and improve the quality of wildlife habitats	DMC25 DMC26	?	?	?	I	Both	Local and City-wide.	R: Local wildlife and biodiversity; natural environment; AG: Bristol's population; wildlife.	n/a
	12. To ensure the protection and enhancement of green and blue infrastructure and ensure access to a variety of open space and recreation	DMC27	?	?	?	I	Both	Local and City-wide.	As above.	n/a
Transport	13. To encourage a demonstrable modal shift and reduce the need to travel	DMC28 DMC29	+/?	+/?	+/?	I	Both	Local and City-wide.	R: Bristol's population and natural environment. AG: Commuters.	n/a
	14. To maintain and improve the existing highway network	DMC30 DMC31	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Climate, Energy and Waste	15. To reduce the risk of flooding from all sources	DMC32 DMC33	?	?	?	I	Both	Local; City-wide; Trans-boundary.	R: Bristol's population and natural environment. AG: Commuters and businesses.	n/a
	16. Sustainably manage natural resources, including water demand and quality and reducing waste being landfilled	DMC34 DMC35 DMC36 DMC37	?	?	?	I	Both	Local; City-wide; Trans-boundary.	R: Natural environment (water); AG: Bristol's population; local wildlife.	n/a
	17. Minimise air and noise pollution	DMC38	?	?	?	I	Both	Local; City-wide; Trans-boundary.	R: Natural environment (water and land); AG: Bristol's population; local wildlife.	n/a
	18. To maximise the potential for energy efficiency, reduce greenhouse gas emissions and ensure that the built and natural environment and its communities can withstand the effects of climate change	DMC39 DMC40 DMC41 DMC42	?	?	?	I	Both	Local; City-wide; Trans-boundary.	R: Localised air quality; biodiversity; public health; built environment; AG: Bristol's population; local wildlife.	n/a

Policy H8 Older peoples' and other specialist needs housing

SEA Theme	SA Framework Objective	D-M Criteria	Policy Option 2 - Introduce new policy in relation to older peoples' and other specialist needs housing							
			Significance of Effect (0/+/-/?)			Direct (D) or Indirect (I)	Temporary (T) or Permanent (P)	Spatial Scale of Effect	Receptors (R) and/or affected groups (AGs)	Suggested Appropriate Mitigation (AM) / Policy Cross-reference (CR) / opportunity to maximise benefit (MB)
			Short	Med	Long					
Population, Housing and Communities	1. To ensure an adequate and diverse supply of housing that is affordable to everyone	DMC1 DMC2 DMC3 DMC4	++/?	++/?	++/?	D	P	Local and City-wide.	R: Local housing market, Bristol's population; AG: Bristol's population.	MB: Provide evidence for the '60 dwelling' requirements, the requirement to provide a minimum of 10% affordable housing, and where the minimum level of dwellings to be wheelchair accessible.
	2. Promote the conservation and wise use of land, maximising the reuse of previously developed land	DMC5 DMC6 DMC7	?	?	?	I	P	Local and City-wide.	As above, plus: R: Bristol's local economy; AG: Local businesses.	n/a
	3. Ensure easy and affordable access to key services	DMC8	+/?	+/?	+/?	D	P	Local	R: Bristol's local economy; Bristol's transport network; AG: Local services; Bristol's population.	n/a
	4. Increase participation in cultural and community activities	DMC9	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Health and Inequalities	5. To reduce poverty and income inequality and improve the quality of life for those living in areas of concentrated disadvantage	DMC10 DMC11	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
	6. To reduce health inequalities and promote healthy lifestyles across the city	DMC12 DMC13 DMC14	+/?	+/?	+/?	Both	Both	Local and City-wide.	R: Public health. AG: Bristol's population.	n/a
	7. Ensure access to education and learning for all sections of society	DMC15 DMC16	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Economy and Employment	8. To support the economy and ensure that there are suitable opportunities for employment	DMC17 DMC18 DMC19 DMC20 DMC21	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
	9. Ensure access to a range of shopping facilities for all sections of society	DMC22 DMC23	+/?	+/?	+/?	I	Both	Local and City-wide.	As above.	n/a
Townscape and Landscape	10. To ensure the protection and enhancement of the historic environment and its setting	DMC24	?	?	?	I	P	Local and City-wide.	R: Cultural heritage; built environment; AG: Bristol's population.	n/a
	11. To ensure the protection and enhancement of biological and geological assets and improve the quality of wildlife habitats	DMC25 DMC26	?	?	?	I	Both	Local and City-wide.	R: Local wildlife and biodiversity; natural environment; AG: Bristol's population; wildlife.	n/a
	12. To ensure the protection and enhancement of green and blue infrastructure and ensure access to a variety of open space and recreation	DMC27	?	?	?	I	Both	Local and City-wide.	As above.	n/a
Transport	13. To encourage a demonstrable modal shift and reduce the need to travel	DMC28 DMC29	+/?	+/?	+/?	I	Both	Local and City-wide.	R: Public health; AG: Bristol's population.	n/a
	14. To maintain and improve the existing highway network	DMC30 DMC31	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Climate, Energy and Waste	15. To reduce the risk of flooding from all sources	DMC32 DMC33	?	?	?	I	Both	Local; City-wide; Trans-boundary.	R: Natural environment (water); AG: Bristol's population; local wildlife.	n/a
	16. Sustainably manage natural resources, including water demand and quality and reducing waste being landfilled	DMC34 DMC35 DMC36 DMC37	?	?	?	I	Both	Local; City-wide; Trans-boundary.	R: Natural environment (water and land); AG: Bristol's population; local wildlife.	n/a
	17. Minimise air and noise pollution	DMC38	?	?	?	I	Both	Local; City-wide; Trans-boundary.	R: Localised air quality; biodiversity; public health; built environment; AG: Bristol's population; local wildlife.	n/a
	18. To maximise the potential for energy efficiency, reduce greenhouse gas emissions and ensure that the built and natural environment and its communities can withstand the effects of climate change	DMC39 DMC40 DMC41 DMC42	?	?	?	I	Both	Local; City-wide; Trans-boundary.	R: Natural environment (water); AG: Bristol's population; local wildlife.	n/a

Policy BTR1 Build to Rent housing

SEA Theme	SA Framework Objective	D-M Criteria	Policy Option 2 - Introduce new policy in relation to purpose-built student accommodation							
			Significance of Effect (0/+/- / ?)			Direct (D) or Indirect (I)	Temporary (T) or Permanent (P)	Spatial Scale of Effect	Receptors (R) and/or affected groups (AGs)	Suggested Appropriate Mitigation (AM) / Policy Cross-reference (CR) / opportunity to maximise benefit (MB)
			Short	Med	Long					
Population, Housing and Communities	1.To ensure an adequate and diverse supply of housing that is affordable to everyone	DMC1 DMC2 DMC3 DMC4	+/?	+/?	+/?	D	P	Local and City-wide.	R: Local housing market, Bristol's population; AG: Bristol's population.	n/a
	2. Promote the conservation and wise use of land, maximising the reuse of previously developed land	DMC5 DMC6 DMC7	?	?	?	D	P	Local and City-wide.	As above, plus: R: Bristol's local economy; AG: Local businesses.	n/a
	3. Ensure easy and affordable access to key services	DMC8	?	?	?	I	P	City-wide	R: Bristol's population and households. AG: As above, and Bristol businesses.	n/a
	4. Increase participation in cultural and community activities	DMC9	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Health and Inequalities	5. To reduce poverty and income inequality and improve the quality of life for those living in areas of concentrated disadvantage	DMC10 DMC11	+/?	+/?	+/?	I	P	Local and City-wide.	R: Local housing market, Bristol's population. AG: Bristol's population.	n/a
	6. To reduce health inequalities and promote healthy lifestyles across the city	DMC12 DMC13 DMC14	+/?	+/?	+/?	Both	Both	Local and City-wide.	R: Public health. AG: Bristol's population.	n/a
	7. Ensure access to education and learning for all sections of society	DMC15 DMC16	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Economy and Employment	8. To support the economy and ensure that there are suitable opportunities for employment	DMC17 DMC18 DMC19 DMC20 DMC21	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
	9. Ensure access to a range of shopping facilities for all sections of society	DMC22 DMC23	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Townscape and Landscape	10. To ensure the protection and enhancement of the historic environment and its setting	DMC24	?	?	?	I	P	Local and City-wide.	R: Cultural heritage; built environment. AG: Bristol's population.	n/a
	11. To ensure the protection and enhancement of biological and geological assets and improve the quality of wildlife habitats	DMC25 DMC26	?	?	?	I	Both	Local and City-wide.	R: Local wildlife and biodiversity; natural environment; AG: Bristol's population; wildlife.	n/a
	12. To ensure the protection and enhancement of green and blue infrastructure and ensure access to a variety of open space and recreation	DMC27	?	?	?	I	Both	Local and City-wide.	As above.	n/a
Transport	13. To encourage a demonstrable modal shift and reduce the need to travel	DMC28 DMC29	?	?	?	I	Both	Local and City-wide.	R: Public health; Bristol's transport network. AG: Bristol's population.	n/a
	14. To maintain and improve the existing highway network	DMC30 DMC31	?	?	?	I	Both	Local and City-wide.	R: Bristol's population and natural environment. AG: Commuters and businesses.	n/a
Climate, Energy and Waste	15. To reduce the risk of flooding from all sources	DMC32 DMC33	?	?	?	I	Both	Local; City-wide; Trans-boundary.	R: Natural environment (water) AG: Bristol's population; local wildlife.	n/a
	16. Sustainably manage natural resources, including water demand and quality and reducing waste being landfilled	DMC34 DMC35 DMC36 DMC37	?	?	?	I	Both	Local; City-wide; Trans-boundary.	R: Natural environment (water). AG: Bristol's population; local wildlife.	n/a
	17. Minimise air and noise pollution	DMC38	?	?	?	I	Both	Local; City-wide; Trans-boundary.	R: Natural environment (water and land). AG: Bristol's population; local wildlife.	n/a
	18. To maximise the potential for energy efficiency, reduce greenhouse gas emissions and ensure that the built and natural environment and its communities can withstand the effects of climate change	DMC39 DMC40 DMC41 DMC42	?	?	?	I	Both	Local; City-wide; Trans-boundary.	R: Localised air quality; biodiversity; public health; built environment; AG: Bristol's population; local wildlife.	n/a

Policy H9 Accessible homes

SEA Theme	SA Framework Objective	D-M Criteria	Policy Option 2 - Introduce new policy in relation to accessible homes							
			Significance of Effect (0/+/- / ?)			Direct (D) or Indirect (I)	Temporary (T) or Permanent (P)	Spatial Scale of Effect	Receptors (R) and/or affected groups (AGs)	Suggested Appropriate Mitigation (AM) / Policy Cross-reference (CR) / opportunity to maximise benefit (MB)
			Short	Med	Long					
Population, Housing and Communities	1.To ensure an adequate and diverse supply of housing that is affordable to everyone	DMC1 DMC2 DMC3 DMC4	+/?	+/?	+/?	D	P	Local and City-wide.	R: Local housing market, Bristol's population; AG: Bristol's population.	MB: Provide evidence for optional technical standards, including the proportion of at least 10% of new-build housing in proposals.
	2. Promote the conservation and wise use of land, maximising the reuse of previously developed land	DMC5 DMC6 DMC7	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
	3. Ensure easy and affordable access to key services	DMC8	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
	4. Increase participation in cultural and community activities	DMC9	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Health and Inequalities	5. To reduce poverty and income inequality and improve the quality of life for those living in areas of concentrated disadvantage	DMC10 DMC11	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
	6. To reduce health inequalities and promote healthy lifestyles across the city	DMC12 DMC13 DMC14	?	?	?	Both	Both	Local and City-wide.	R: Public health. AG: Bristol's population.	n/a
	7. Ensure access to education and learning for all sections of society	DMC15 DMC16	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Economy and Employment	8. To support the economy and ensure that there are suitable opportunities for employment	DMC17 DMC18 DMC19 DMC20 DMC21	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
	9. Ensure access to a range of shopping facilities for all sections of society	DMC22 DMC23	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Townscape and Landscape	10. To ensure the protection and enhancement of the historic environment and its setting	DMC24	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
	11. To ensure the protection and enhancement of biological and geological assets and improve the quality of wildlife habitats	DMC25 DMC26	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
	12. To ensure the protection and enhancement of green and blue infrastructure and ensure access to a variety of open space and recreation	DMC27	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Transport	13. To encourage a demonstrable modal shift and reduce the need to travel	DMC28 DMC29	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
	14. To maintain and improve the existing highway network	DMC30 DMC31	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Climate, Energy and Waste	15. To reduce the risk of flooding from all sources	DMC32 DMC33	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
	16. Sustainably manage natural resources, including water demand and quality and reducing waste being landfilled	DMC34 DMC35 DMC36 DMC37	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
	17. Minimise air and noise pollution	DMC38	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
	18. To maximise the potential for energy efficiency, reduce greenhouse gas emissions and ensure that the built and natural environment and its communities can withstand the effects of climate change	DMC39 DMC40 DMC41 DMC42	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a

Policy H10 Planning for traveller sites

SEA Theme	SA Framework Objective	D-M Criteria	Policy Option 2 - Introduce new policy in relation to planning for traveller sites							
			Significance of Effect (0/+/- / ?)			Direct (D) or Indirect (I)	Temporary (T) or Permanent (P)	Spatial Scale of Effect	Receptors (R) and/or affected groups (AGs)	Suggested Appropriate Mitigation (AM) / Policy Cross-reference (CR) / opportunity to maximise benefit (MB)
			Short	Med	Long					
Population, Housing and Communities	1.To ensure an adequate and diverse supply of housing that is affordable to everyone	DMC1 DMC2 DMC3 DMC4	+/?	+/?	+/?	D	P	Local and City-wide.	R: Local housing market, Bristol's population; AG: Bristol's population.	AM: Set out a supply of gypsy, traveller and travelling show people sites and sufficient sites for a settled community.
	2. Promote the conservation and wise use of land, maximising the reuse of previously developed land	DMC5 DMC6 DMC7	?	?	?	I	P	Local and City-wide.	As above, plus: R: Bristol's local economy AG: Local businesses.	n/a
	3. Ensure easy and affordable access to key services	DMC8	+	+	+	D	P	Local	R: Bristol's local economy; Bristol's transport network; AG: Local services; Bristol's population.	n/a.
	4. Increase participation in cultural and community activities	DMC9	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Health and Inequalities	5. To reduce poverty and income inequality and improve the quality of life for those living in areas of concentrated disadvantage	DMC10 DMC11	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a.
	6. To reduce health inequalities and promote healthy lifestyles across the city	DMC12 DMC13 DMC14	?	?	?	Both	Both	Local and City-wide.	R: Public health. AG: Bristol's population.	MB: Promoting opportunities for healthy lifestyles, including adequate landscaping and play areas for children (para 26, Planning Policy for Traveller Sites).
	7. Ensure access to education and learning for all sections of society	DMC15 DMC16	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Economy and Employment	8. To support the economy and ensure that there are suitable opportunities for employment	DMC17 DMC18 DMC19 DMC20 DMC21	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
	9. Ensure access to a range of shopping facilities for all sections of society	DMC22 DMC23	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Townscape and Landscape	10. To ensure the protection and enhancement of the historic environment and its setting	DMC24	?	?	?	I	P	Local and City-wide.	R: Cultural heritage; built environment; AG: Bristol's population.	n/a
	11. To ensure the protection and enhancement of biological and geological assets and improve the quality of wildlife habitats	DMC25 DMC26	?	?	?	Both	Both	Local and City-wide.	R: Local wildlife and biodiversity; natural environment AG: Bristol's population; wildlife.	n/a
	12. To ensure the protection and enhancement of green and blue infrastructure and ensure access to a variety of open space and recreation	DMC27	?	?	?	D	Both	Local and City-wide.	As above.	n/a
Transport	13. To encourage a demonstrable modal shift and reduce the need to travel	DMC28 DMC29	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
	14. To maintain and improve the existing highway network	DMC30 DMC31	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Climate, Energy and Waste	15. To reduce the risk of flooding from all sources	DMC32 DMC33	?	?	?	I	Both	Local; City-wide; Trans-boundary.	R: Natural environment (water); AG: Bristol's population; local wildlife.	AM: Ensure that such sites are not located in areas at high risk of flooding, given the high vulnerability of caravans and mobile homes in NPPF Annex 3.
	16. Sustainably manage natural resources, including water demand and quality and reducing waste being landfilled	DMC34 DMC35 DMC36 DMC37	?	?	?	I	Both	Local; City-wide; Trans-boundary.	R: Natural environment (water and land) AG: Bristol's population; local wildlife.	n/a
	17. Minimise air and noise pollution	DMC38	?	?	?	I	Both	Local; City-wide; Trans-boundary.	R: Localised air quality; biodiversity; public health; built environment. AG: Bristol's population; local wildlife.	n/a
	18. To maximise the potential for energy efficiency, reduce greenhouse gas emissions and ensure that the built and natural environment and its communities can withstand the effects of climate change	DMC39 DMC40 DMC41 DMC42	?	?	?	I	Both	Local; City-wide; Trans-boundary.	R: Natural environment (water); AG: Bristol's population; local wildlife.	n/a
Evaluation of effects	Housing Scale of effects: The scale of effects would be predominantly localised and attributable to the individual site level where development is proposed. Effects may also result in relation to adjacent receptors including for example for surrounding local communities, transport networks, and green/blue infrastructure networks. However, there is also potential for city-wide and transboundary effects where the implementation of policies would affect the city's provision of housing development and its mix across the city. Social, economic and environmental effects for grouped policies:									

	• Policies AH1 and H4, H8, H9, H10 and BTR1 do not address the specific location of new housing including affordable or specialist housing types, and Policy AH1 does not address design matters. As such, the majority of the SA Objectives have been scoped out in relation to these policies given that many of the effects will mostly be dependent upon the proximity of development to services and facilities or sensitive environmental receptors and the potential to encourage more sustainable design of development. • Across all housing policies, positive effects would be generated for SA Objective 1 (with some of these expected to be significant) where policies operate together to increase the delivery of housing to help meet the city's need, protect existing residential development (unless circumstances demonstrate otherwise) and to promote housing diversity across the city including via alternative delivery mechanisms. Overall, the housing policies are expected to contribute to the creation of mixed, balanced and inclusive communities, whilst safeguarding existing communities. The significant positive effect recorded for this policy in relation to SA Objective 1 is partly unknown given that the standard method calculation for Bristol is unable to be met in the city which may have implications with regards to meeting the needs of all residents. Policy H4 could have a significant positive effect on providing an appropriate mix of types of housing to meet the identified needs or all communities within the City, whilst seeking to redress any harmful housing imbalance that exists in an area (Objective 1, DMC3). However, without additional up-to-date guidance on the current mix of housing in communities, and therefore what mix is to be maintained or contributed to, it is currently unclear whether this policy could meet the identified needs of all communities within the city (Objective 1, DMC2). • Policy AH1 specifies the affordable housing percentage requirements for different areas of Bristol and the expected split of affordable housing (between social rent and affordable home ownership). It also clarifies that on site provision is the preferred approach unless off-site provision or an appropriate financial contribution can be robustly justified. A significant positive effect is therefore expected in relation to SA Objective 1 for AH1. This policy is also referred to in H5, H7 and H8, leading to potential for positive effects for affordable access within the housing types addressed by these policies (self-build and community-led housing, purpose-built student accommodation and older people's and other specialist needs housing). It is expected that the delivery of the types of homes addressed by these policies will have substantial benefits in relation to delivering the types of homes that meet the needs of the local community, the needs of the student population and the needs of an ageing society. • Under Policy H9, by setting out accessibility thresholds in accordance with Building Regulations, this policy would support the delivery of a homes to meet the identified needs of all communities within the city, including disabled persons (DMC1; DMC3). However, inclusion of these standards may introduce viability concerns for some development sites or proposals, which may have opposing implications for capacity and delivery of affordable housing units (DMC2). The effects recorded for SA Objective 1 are therefore positive and partly unknown. • Policies H2, H4, and H7 would likely generate positive effects for SA Objective 2 where retention of existing homes and development on existing housing site allocations, supports development that secures an efficient use of land, optimises densities and prioritises use of existing brownfield land. It is expected that these policies will help to support an appropriate mix of uses in the city and prevent development that would be inappropriate in the context of existing residential uses. The positive effect recorded for Policy H7 is potentially more pronounced than for Policies H2 and H4 given that where defined and at 'other locations' for purpose-built student accommodation in the policy text, this includes locations within brownfield and sustainable locations. In contrast, negative unknown effects are attributed to Policy H5 for SA Objective 2 as it could lead to loss of Reserved Open Space (greenfield land). Effects of Policies AH1, BTR1, H6, H8 and H10 are unknown for this SA Objective as they do not specify the locations for these types of residential development with potential for the development of greenfield or brownfield land. In relation to Policy H6, while this policy includes a threshold to prevent more development in already concentrated areas of existing HMOs, the degree to which this policy would support 'Urban Living' principles including reuse of land, higher density development on brownfield land is based on the location and design of future development, which is not explicitly specified within the policy. • It is expected that the requirements of Policy H4 will support the maintenance of more balanced communities within which services and facilities and potentially retail uses are accessible for many residents with potential for positive effects in relation to SA Objectives 3 and 9. Policies H8 and H10 are also likely to generate positive effects for SA Objective 3 and Policy H8 likely to generate positive effects for Objective 9 as these policies encourage development proposals to be sited close to services and facilities, which may include retail provisions. • Under Policy H6, over concentrations of HMOs could have effects on local services (SA Objective 3), with overall effects indirect and uncertain. This policy is set out to address this issue and further positive effects could support the revitalising of centres by providing residential development close to these locations. Policy H7 could have similar effects in relation to over concentrations of purpose-built student accommodation but may also support the incorporation of new services and facilities and potentially retail given that it requires the incorporation of active frontages and active ground floor uses wherever possible. Therefore, unknown, potentially positive effects are recorded for Policy H7 in relation to SA Objectives 3 and 9. • By potentially providing a mechanism for the delivery of essential local community facilities, Policy H2 is expected to have a positive effect in relation to SA Objective 4. The effect is partly unknown given that the policy does not define what should be considered an essential facility. Policy H4 could also have positive effects for SA Objective 4 as increasing the mix of homes could support social mobility and the ability for households to remain in their community due to increased diversity of housing being made available, generating indirect benefits for mental health, community / social cohesion and wellbeing. • Policy AH1 is likely to generate significant positive effects in relation to SA Objective 5, and positive effects in relation to SA Objective 6, as support for the delivery of affordable housing is likely to help address issues of deprivation in the targeted Affordable Housing areas of the city, as well as reducing the likelihood of homelessness and associated adverse health implications. Similarly, Policy H2 could have positive effects in relation to these two SA Objectives by supporting regeneration and replacement of existing poor quality housing stock. Essential infrastructure' is not defined within the policy or supporting text for Policy H2 and therefore, whilst there could be minor indirect positive effects by enabling the provision of infrastructure to support Objective 6, effects are also uncertain. • It is expected that the delivery of residential developments with a mix of dwelling sizes and types (Policy H4) will support access to accommodation for wider cross section of the community potential to reduce homelessness. Policy H6 could have similar positive effects in relation to SA Objective 6 given the potential for HMOs to meet the needs of specific groups in the city. Build to rent (Policy BTR1) is an increasingly important housing sector in the city and ensuring a good supply of these types of home and that they contribute to people's housing choice and opportunity is also likely to have positive effects in relation to SA Objective 5 and 6, however effects are also partly unknown where these depend on both affordability and design proposals. • Policy H7 may introduce potential health benefits related to local air quality (SA Objective 6) through the requirement for purpose-built student accommodation to be car-free, however, effects in relation to this SA Objective are unknown given that they will be mostly dependent on site specific design and location. A positive effect is expected for Policy H8 in relation to SA Objective 6 given that it specifies that locations adjacent to services and open spaces should be given preference for older people's and other specialist needs housing. • While Policy H9 will ensure safe and inclusive access for all groups, which could support higher living standards, public health effects will remain uncertain and be based on delivered design and site specifics. By requiring that development proposals under Policy H10 to provide acceptable living conditions for the future site occupiers, alongside safe pedestrian and cycle access, it is considered that this policy could generate positive benefits for SA Objective 6. • By supporting the replacement of existing houses where essential infrastructure or local community facilities are provided, Policy H2 may support the delivery of new education facilities. A positive effect is expected for SA Objective 7, however, this is partly unknown given that the policy does not set out what type of infrastructure or facility might be supported by delivery. Policy H4 could positively increase the number of households with good access to education (SA Objective 7) and employment (SA Objective 8), particularly in relation to securing efficient use of land and optimising density. Effects are therefore positive but partly unknown given that they will be dependent in part on the location of the development proposal and walkability to these provisions. • By locating defined sites for purpose-built student accommodation within the City Centre and in close proximity to existing University of Bristol facilities, Policy H7 could have indirect effects for SA Objective 7. The policy is likely to support good access to higher education facility from student accommodation. The policy is also likely to achieve further benefits in relation to securing affordable student housing to support social mobility / inclusion of students on lower incomes. The extent to which the policy would benefit University of West of England students (with a campus in South Gloucestershire) is unclear and therefore the assessment remains uncertain. • Whilst the option may generate employment opportunities for small and medium enterprise housebuilders (DMC18 and DMC19), Policy H5 could result in the loss of underused land or sites within Industry and Distribution Areas or sites which could benefit from 'new workspace within mixed use development'. This may have a direct overall negative impact when assessed against SA Objective 8 (DMC17), however effects are also partly unknown. • For Policies H7 and H10, effects relating to SA Objectives 10, 11 and 12 will be dependent on the extent to which development complying with the policies can sympathetically respond to either the historic and/or landscape character or setting; can be balanced against a need to deliver net gain in biodiversity; or ensure sufficient spatial consideration for multifunctional green infrastructure. Although other policies in the plan are in place to support good outcomes, the overall effect is generally uncertain: in some instances, this will be mitigatable by balancing the conservation and enhancement of the historic environment, delivering sufficient net gain or multi-functional green space, however, in other instances the effect may be negative. • Proposals for new HMO development may have effects on the historic environment if they do not sympathetically respond to either: listed features at a building level (i.e., internal alterations); the historic and/or landscape character or setting. Where Policy H6 includes the general requirement that development proposals do not harm the character of the locality, and by including specific reference to 'cumulative detrimental impact of physical alterations', this policy could protect the existing built environment and bring minor positive benefit for SA Objective 10. However, effects are dependent on implementation, so are also partly unknown. • The effect of Policy H5 on SA Objectives 11 and 12 could be potentially directly negative as community-led housing or self-build homes may be permitted on Reserved Open Space designations with potential for impacts on habitat connectivity and loss of green infrastructure. • Unknown effects are expected for Policy H6 in relation to SA Objectives 11 and 12. The requirement in this policy for development proposals not harm the character of the locality, with specific reference to 'cumulative detrimental impact of physical alterations', is likely to help protect the existing built environment with a positive effect recorded in relation to SA Objective 10. However, effects are dependent on implementation, so are also partly unknown.
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	• The potential to support the provision of new essential infrastructure where existing housing might be lost through Policy H2, means that there is potential for benefits in relation to travel by sustainable modes with associated benefits for reduced congestion and air pollution. Infrastructure may also include that which could mitigate flood risk and support climate change resilience. The potentially positive effects recorded for Policy H2 in relation to SA Objectives 13, 14, 15, 17 and 18 are partly uncertain given that the types of infrastructure that would be supported through the policy are not defined. • It is expected that by supporting an appropriate mix of housing, securing efficient use of land and optimising density of development, Policy H4 could promote neighbourhoods where higher numbers of residents can walk and cycle to nearby services and facilities. However, these types of effects will be most influenced by the design of developments and their specific location in relation to local centres. Therefore, unknown effects are recorded for this policy in relation to SA Objectives 13 and 14. • The delivery of community housing in Bristol (Policy H5) could also have implications for the proportion of residents making use of sustainable travel, however, this will be most dependent upon the specific location of sites. Therefore, unknown effects are recorded for SA Objectives 13 and 14. Furthermore, impacts relating to potential flood risk will be most influence by the specific location of sites and therefore an unknown effect is also recorded for SA Objective 15. • The provision of HMO development, purpose-built student accommodation and homes for older people and other specialist groups as well as build to rent properties has potential for a range of impacts relating to transport, air quality, climate change and flooding given the land take required and the numbers of residents and visitors likely to be travelling to and from these locations. This is also likely to be case for accommodations for travellers, although it is likely that this group will account for a small proportion of total population in the city with effects therefore less pronounced. Effects for Policies H6, H7, H8, BTR1 and H10 will be partly dependent on the specific location of sites for development in relation to sustainable transport, services and facilities and areas of higher flood risk and therefore unknown effects are recorded for SA Objectives 13, 14, 15, 16, 17 and 18. However, the effects recorded for Policy H6, H7 and H8 in relation to SA Objectives 13 and 14 are likely to be partly positive. This reflects the requirement in Policy H6 for HMO proposals to address the reasonable accommodation of on-street parking and cycle storage provision and the locations identified for purpose-built student accommodation zones in Policy H7, close to university facilities as well as the city centre where there is good access to sustainable transport. Furthermore, Policy H8 requires that developments for older peoples' and other specialist housing is close to a range of provisions as well as public transport. Similarly, Policy H10 requires that pitches for travellers or plots for travelling showpeople should enable access to local services and facilities and provide safe pedestrian, cycle and vehicle access. • Given that Policy H7 specifically requires that purpose-built student accommodations are consistent with policies that support net zero and climate resilience city, a partly positive effect is recorded for SA Objective 18 in combination with the unknown effect discussed above.
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Policies E1 – E8: Assessment of the Effects of Economy and Inclusive Growth Policies

Policies E1 – E8: Economy and Inclusive Growth

This section sets out the appraisal of the policies in the Bristol Local Plan Pre-Submission Publication Version (November 2023) that address the economy and inclusive growth. The policies appraised in this section set out the employment land strategy for Bristol with the aim of supporting sustainable and inclusive economic growth across the city. This aim is to be supported through the development of new workspace as well as the retention of core industrial land. The policies also recognise the importance of and seek to support transport and digital connectivity as important factors to inclusive and sustainable economic growth. The Publication Version November 2023 Draft Local Plan includes the following policies in relation to this topic area:

- E1 Inclusive economic development
- E2 Economic development strategy
- E2A New workspace within mixed-use development
- E3 Location of office development
- E4 Industry and Distribution Areas
- E5 Avonmouth Industrial Area and Bristol Port
- E6 Affordable workspace
- E8 Digital connectivity and inclusion

Reasonable alternatives considered

The majority of the realistic alternatives considered for policies relating to economy and inclusive growth are described in the Interim SA Report (2019) which is included as an annex to this report. However, the Publication Version November 2023 Draft also includes a new policy (Policy E6) which was not included in the Draft Local Plan March 2019 Consultation version, for which realistic alternatives are discussed below. The options considered are as follows:

Policy E1 Inclusive economic development

Two options were considered within the Interim SA Report (2019):

- Option 1 No new policy in relation to E1; or
- Option 2 Introduce new policy in relation to inclusive economic development.

The Interim SA Report (2019) states that a ‘no policy option’ is not considered a reasonable alternative for the Local Plan Review.

Minor changes have been made to the policy text since the Draft Local Plan March 2019 Consultation version, including the introduction of an Employment and Skills Plan and promotion of size thresholds from supporting text to the policy text. These size thresholds have been lowered, and therefore it is expected that the policy will apply to more development across the City.

Policy E2 Economic development land strategy

This policy was titled Policy E2 Employment land strategy in the Draft Local Plan March 2019 Consultation version and appraised as this in the Interim SA Report (2019) Main Report.

As this policy represents the employment land strategy and distribution of employment growth within the city, this has been assessed alongside the other the strategic reasonable alternatives for the plan within the Main Report (Section 5).

E2A New workspace within mixed-use development

This policy was titled Policy E7: New workspace within mixed use development in the Draft Local Plan March 2019 Consultation version and appraised as this in the Interim SA Report (2019).

Two options were considered within the Interim SA Report (2019):

- Option 1 No new policy in relation to new workspace within mixed use development; or
- Option 2 Include new policy in relation to new workspace within mixed use development.

The Interim SA Report (2019) states that a ‘no policy option’ is not considered a reasonable alternative for the Local Plan Review.

Minor changes have been made to the policy text since the Draft Local Plan March 2019 Consultation version. The changes result in the policy setting out what type of new workspace might be provided where new mixed use developments are proposed in the city.

Policy E3 Location of office development

Two options were considered within the Interim SA Report (2019):

- Option 1 No new policy in relation to E3; or
- Option 2 New policy is relation to office development.

The Interim SA Report (2019) states that a ‘no policy option’ is not considered a reasonable alternative for the Local Plan Review.

Minor changes have been made to the policy text since the Draft Local Plan March 2019 Consultation version. This includes the policy now setting out that where offices are permitted, the use may be limited to Use Class E(g)(i) (or its equivalent).

Policy E4 Industry and Distribution Areas

Two options were considered within the Interim SA Report (2019):

- Option 1 No new policy in relation to E4; or
- Option 2 Introduce new policy in relation to Industry and Distribution Areas.

The Interim SA Report (2019) states that a ‘no policy option’ is not considered a reasonable alternative for the Local Plan Review.

A number of changes have been made to the policy text since the Draft Local Plan March 2019 Consultation version. Of note, the coverage of the policy has now also been extended to address the retention of Maritime Industry Areas for industrial and warehousing uses. The two Maritime Industrial Areas covered by the policy are Underfall Yard and Albion Docks/Sydney Row. One additional Industry and Distribution Area (Glenfrome Road (south)) is also set out in the policy for

the continued use, development or redevelopment for industrial and distribution premises. Note that the appraisal of all Industry and Distribution Areas and Maritime Industry Areas is presented in Appendix 4. Further amendments to the policy have also been made to remove reference to specialised leisure uses potentially being acceptable within Industry and Distribution Areas.

Policy E5 Avonmouth Industrial Area and Bristol Port

Two options were considered within the Interim SA Report (2019):

- Option 1 No new policy in relation to E5; or
- Option 2 Introduce new policy in relation to the Avonmouth Industrial Area and Bristol Port.

The Interim SA Report (2019) states that a 'no policy option' is not considered a reasonable alternative for the Local Plan Review.

Minor changes have been made to the policy text since the Draft Local Plan March 2019 Consultation version. The changes are mostly focussed on the policy introductory text providing additional context and the baseline situation for development within the Avonmouth Industrial Area and Bristol Port. There is no change to the development allocations set out in the policy, however, the policy text is updated so that support is now included for solar farms and other types of renewables within the Avonmouth Industrial Area and Bristol Port. In the Draft Local Plan March 2019 Consultation version, support was only provided for the development of large scale wind turbines within this area.

E6 Affordable workspace (new Publication Version November 2023 Draft Local Plan policy)

The Interim SA Report (2019) did not consider alternatives for Policy E6 given that it is a new policy that did not form part of the Draft Local Plan March 2019 Consultation version.

As set out within the updated Scoping Report (2023), the Bristol Corporate Strategy (2022 – 2027) sets out Priority ES3 which seeks 'good growth' which is to include support for inclusive, sustainable, and resilient economic growth. The Economic Recovery and Renewal Strategy (2020), also referred to in the update Scoping Report (2023), includes support for workspace infrastructure to continue incubating high growth businesses particularly in creative and tech spheres. Local evidence in the form of the Bristol Employment Land Study (2019) sets out that affordable accommodation for SMEs is essential to a number of growth sectors.

The NPPF does not address the provision of affordable workspace. However, the Framework (Paragraph 81) expects that Local Plans 'help create the conditions in which businesses can invest, expand and adapt'. Furthermore, 'significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development'.

Policy E6 seeks to secure the provision of affordable workspace within new development with the aim of supporting the continuous growth of the social, economic and cultural sectors. This approach aligns with the Corporate Strategy direction and the strategy for economic recovery as well as being broadly in accordance with NPPF. A 'policy-off' option is therefore not considered further.

Policy E8 Digital connectivity and inclusion

Two options were considered within the Interim SA Report (2019):

- Option 1 No new policy in relation to digital connectivity and inclusion within the Local Plan; or
- Option 2 Introduce new policy in relation to digital connectivity and inclusion within the Local Plan.

The Interim SA Report (2019) states that a 'no policy option' is not considered a reasonable alternative for the Local Plan Review.

No revisions have been made to Policy E8 from the Draft Local Plan March 2019 Consultation version to the version of Policy E8 included in the Publication Version November 2023 Draft Local Plan.

Policy E6 Protecting living conditions in Avonmouth village in the Draft Local Plan March 2019 Consultation version

This policy was not been taken forward in the Publication Version November 2023 Draft Local Plan).

Two options were considered within the Interim SA Report (2019):

- Option 1 No new policy in relation to protecting living conditions in Avonmouth village; or
- Option 2 Introduce new policy in relation to protecting living conditions in Avonmouth village.

The Interim SA Report (2019) states that a 'no policy option' is not considered a reasonable alternative for the Local Plan Review.

The Draft Local Plan Further Consultation November 2022 version states that the policy is no longer considered necessary given that the issues it referred to are addressed through other policies in the Publication Version November 2023 Draft Local Plan.

Assessment and evaluation of effects

Consideration of technical and other difficulties in the identification / assessment of alternatives

General difficulties of assessing employment policies are as follows:

- It is not possible to assess some effects for specific policies with a great level of certainty; for example, Policy E7 New workspace within mixed use development, where the effects are not generally attributable to specific site-boundaries.
- Evidence will need to be updated to reflect the changing context. Specifically, this will require an update of the Employment Strategy and Study, the Economic Development Needs Assessment and Employment Land Review. Traffic modelling and the updated Strategic Flood Risk Assessment will need to be updated to reflect any changes in proposals.
- Industry and Distribution Areas ('IDA'), the Avonmouth Employment Allocations ('ASA') and the Maritime Industry Areas ('MIWA') were also tested against constraints criteria using GIS (see Appendix 2 SA Framework), the purpose of which was to broadly assess the extent of constraints across these areas. The assessment of these sites is available within Appendix 4.

Summary of assessment findings

As described above, several changes have been made to the economy and inclusive growth policies between the Draft Local Plan March 2019 Consultation and the Publication Version November 2023 Draft Local Plan. As such, the assessment of the expected effects of these policies reflects these changes and are adjusted when compared to those reported in the Interim SA Report (2019), which are included as annex to this report. To ensure that all expected effects of new policies included in the Local Plan are presented in this report, a summary of the effects for these policies is also set out below.

Policy E1 Inclusive economic development

SEA Theme	SA Framework Objective	D-M Criteria	Policy E1					Spatial Scale of Effect	Receptors (R) and/or affected groups (AGs)	Suggested Appropriate Mitigation (AM) / Policy Cross-reference (CR) / opportunity to maximise benefit (MB)
			Significance of Effect (0/+/- / ?)			Direct (D) or Indirect (I)	Temporary (T) or Permanent (P)			
			Short	Med	Long					
Population, Housing and Communities	1.To ensure an adequate and diverse supply of housing that is affordable to everyone	DMC1D MC2DMC 3DMC4	?	?	?	I	Both	Local and City-wide.	R: Local housing market, Bristol’s population; AG: Bristol’s population.	MB: As required by the Planning Practice Guidance, support the preparation of the plan with evidence relating to viability in accordance with guidance to ensure that policies are realistic and the total cost of all relevant policies (such as this one) is not of a scale that will make the plan (and the level of housing set out) undeliverable.
	2. Promote the conservation and wise use of land, maximising the reuse of previously developed land	DMC5D MC6DMC 7	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
	3. Ensure easy and affordable access to key services	DMC8	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
	4. Increase participation in cultural and community activities	DMC9	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Health and Inequalities	5. To reduce poverty and income inequality and improve the quality of life for those living in areas of concentrated disadvantage	DMC10D MC11	++/?	++/?	++/?	Both	Both	Local and City-wide.	R: Built environment. AG: Bristol’s population and skills base.	n/a
	6. To reduce health inequalities and promote healthy lifestyles across the city	DMC12D MC13DM C14	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
	7. Ensure access to education and learning for all sections of society	DMC15D MC16	+/?	+/?	+/?	I	Both	Local and City-wide	R: Bristol’s population. AG: All groups.	n/a
Economy and Employment	8. To support the economy and ensure that there are suitable opportunities for employment	DMC17D MC18DM C19DMC 20DMC2 1	+/?	+/?	+/?	Both	Both	Local and City-wide.	R: Bristol’s local economy, AG: Local businesses, Bristol’s population.	MB: Quantify the number of jobs to be accessible for employees and the number / duration of employment initiatives required where development proposals include the redevelopment of business use sites, or workspace / commercial development is created, or a major development that involves new employment arises.
	9. Ensure access to a range of shopping facilities for all sections of society	DMC22D MC23	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Townscape and Landscape	10. To ensure the conservation and enhancement of local character including landscape features and the historic environment and its setting	DMC24	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
	11. To ensure the conservation and enhancement of biological and geological assets and improve the quality of wildlife habitats	DMC25D MC26	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
	12. To ensure the protection and enhancement of green and blue infrastructure and ensure access to a variety of open space and recreation	DMC27	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Transport	13. To encourage a demonstrable modal shift and reduce the need to travel	DMC28D MC29	?	?	?	I	Both	City-wide	R: Public health; AG: Bristol’s population.	n/a
	14. To maintain and improve the existing highway network	DMC30D MC31	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Climate, Energy and Waste	15. To reduce the risk of flooding from all sources	DMC32D MC33	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
	16. Sustainably manage natural resources, including water demand and quality and reducing waste being landfilled	DMC34D MC35DM C36DMC 37	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
	17. Minimise air and noise pollution	DMC38	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
	18. To maximise the potential for energy efficiency, reduce greenhouse gas emissions and ensure that the built and natural environment and its communities can withstand the effects of climate change	DMC39D MC40DM C41DMC 42	?	?	?	I	Both	City-wide	R: Natural environment (water). AG: Bristol’s population; local wildlife.	n/a

Policy E2A New workspace within mixed use development

SEA Theme	SA Framework Objective	D-M Criteria	Policy E2A			Direct (D) or Indirect (I)	Temporary (T) or Permanent (P)	Spatial Scale of Effect	Receptors (R) and/or affected groups (AGs)	Suggested Appropriate Mitigation (AM) / Policy Cross-reference (CR) / opportunity to maximise benefit (MB)
			Significance of Effect (0/+/- / ?)							
			Short	Med	Long					
Population, Housing and Communities	1.To ensure an adequate and diverse supply of housing that is affordable to everyone	DMC1 DMC2 DMC3 DMC4	0/?	0/?	0/?	I	P	Local and City-wide	R: Local housing market, Bristol’s population; AG: Bristol’s population.	n/a
	2. Promote the conservation and wise use of land, maximising the reuse of previously developed land	DMC5 DMC6 DMC7	++/?	++/?	++/?	Both	P	Local and City-wide	As above, plus: R: Bristol’s local economy; AG: Local businesses and employees.	n/a
	3. Ensure easy and affordable access to key services	DMC8	?	?	?	I	P	Local and City-wide	R: Bristol’s local economy; AG: Local businesses, Bristol’s population.	n/a
	4. Increase participation in cultural and community activities	DMC9	?	?	?	I	P	Local and City-wide	R: Bristol’s local economy; AG: Local businesses, Bristol’s population.	n/a
Health and Inequalities	5. To reduce poverty and income inequality and improve the quality of life for those living in areas of concentrated disadvantage	DMC10 DMC11	?	?	?	Both	Both	Local and City-wide	R: Built environment; public health; AG: Bristol’s population.	MB: Consider whether a ‘net gain’ / ‘no net loss’ in jobs could be achieved when assessed against the employment intensity of the most recent use.
	6. To reduce health inequalities and promote healthy lifestyles across the city	DMC12 DMC13 DMC14	?	?	?	I	Both	Local and City-wide	R: Public health; AG: Bristol’s population.	MB: Consider setting out standards for shared open spaces between residents and workspace occupants.
	7. Ensure access to education and learning for all sections of society	DMC15 DMC16	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Economy and Employment	8. To support the economy and ensure that there are suitable opportunities for employment	DMC17 DMC18 DMC19 DMC20 DMC21	+/?	+/?	+/?	D	P	Local and City-wide	R: Bristol’s local economy; AG: Local businesses, Bristol’s employees.	AM: For proposals located in less sustainable locations, include requirement for workspace to incorporate carbon offsetting/zero carbon design, with reference to draft climate change policies. AM: Make reference to the requirements for ELSNA (2021).
	9. Ensure access to a range of shopping facilities for all sections of society	DMC22 DMC23	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Townscape and Landscape	10. To ensure the conservation and enhancement of local character including landscape features and the historic environment and its setting	DMC24	?	?	?	I	P	Local and City-wide	R: Cultural heritage; built environment; AG: Bristol’s employees and population.	n/a
	11. To ensure the conservation and enhancement of biological and geological assets and improve the quality of wildlife habitats	DMC25 DMC26	?	?	?	I	Both	Local and City-wide	R: Local wildlife and biodiversity; natural environment; AG: Bristol’s population; local wildlife.	n/a
	12. To ensure the protection and enhancement of green and blue infrastructure and ensure access to a variety of open space and recreation	DMC27	?	?	?	I	Both	Local and City-wide	As above.	n/a
Transport	13. To encourage a demonstrable modal shift and reduce the need to travel	DMC28 DMC29	?	?	?	I	Both	Local and City-wide.	R: Public health; AG: Bristol’s population.	n/a
	14. To maintain and improve the existing highway network	DMC30 DMC31	0/?	0/?	0/?	I	Both	Local and City-wide	As above, plus R: Bristol’s highway network.	MB: Set out the impact of development proposals on the local highway network.
Climate, Energy and Waste	15. To reduce the risk of flooding from all sources	DMC32 DMC33	?	?	?	I	Both	Local and City-wide	R: Natural environment AG: Bristol’s population; local wildlife.	n/a
	16. Sustainably manage natural resources, including water demand and quality and reducing waste being landfilled	DMC34 DMC35 DMC36 DMC37	?	?	?	I	Both	Local and City-wide	As above.	n/a
	17. Minimise air and noise pollution	DMC38	?	?	?	I	Both	Local and City-wide	R: Localised air quality; biodiversity; public health; built environment; AG: Bristol’s population; local wildlife.	n/a
	18. To maximise the potential for energy efficiency, reduce greenhouse gas emissions and ensure that the built and natural environment and its communities can withstand the effects of climate change	DMC39 DMC40 DMC41 DMC42	?	?	?	I	Both	Local and City-wide	As above.	n/a

Policy E3 Location of office development

SEA Theme	SA Framework Objective	D-M Criteria	Policy E3							
			Significance of Effect (0/+/- / ?)			Direct (D) or Indirect (I)	Temporary (T) or Permanent (P)	Spatial Scale of Effect	Receptors (R) and/or affected groups (AGs)	Suggested Appropriate Mitigation (AM) / Policy Cross-reference (CR) / opportunity to maximise benefit (MB)
			Short	Med	Long					
Population, Housing and Communities	1.To ensure an adequate and diverse supply of housing that is affordable to everyone	DMC1 DMC2 DMC3 DMC4	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
	2. Promote the conservation and wise use of land, maximising the reuse of previously developed land	DMC5 DMC6 DMC7	+/?	+/?	+/?	Both	P	Local and City-wide.	R: Brownfield sites and previously developed sites; AG: Local businesses.	MB: Set out appropriate densities for development which incorporates offices (as part of mixed use developments).
	3. Ensure easy and affordable access to key services	DMC8	+/?	+/?	+/?	I	Both	Local and City-wide.	R: Bristol's local economy; Bristol's population AG: Local businesses.	n/a
	4. Increase participation in cultural and community activities	DMC9	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Health and Inequalities	5. To reduce poverty and income inequality and improve the quality of life for those living in areas of concentrated disadvantage	DMC10 DMC11	+/?	+/?	+/?	Both	Both	Local and City-wide.	R: Built environment. AG: Bristol's population and skills base.	n/a
	6. To reduce health inequalities and promote healthy lifestyles across the city	DMC12 DMC13 DMC14	?	?	?	Both	Both	Local and City-wide	R: Public health; AG: Bristol's population and employees.	n/a
	7. Ensure access to education and learning for all sections of society	DMC15 DMC16	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Economy and Employment	8. To support the economy and ensure that there are suitable opportunities for employment	DMC17 DMC18 DMC19 DMC20 DMC21	+/?	+/?	+/?	Both	Both	Local and City-wide.	R: Bristol's local economy, AG: Local businesses, Bristol's population.	n/a
	9. Ensure access to a range of shopping facilities for all sections of society	DMC22 DMC23	+/?	+/?	+/?	I	Both	Local and City-wide.	R: Bristol's local economy; Bristol's population; AG: Local businesses.	n/a
Townscape and Landscape	10. To ensure the conservation and enhancement of local character including landscape features and the historic environment and its setting	DMC24	?	?	?	Both	P	Local	R: Cultural heritage; built environment; and Conservation Areas AG: Population.	n/a
	11. To ensure the conservation and enhancement of biological and geological assets and improve the quality of wildlife habitats	DMC25 DMC26	?	?	?	Both	Both	Local and City-wide	R: Local wildlife and biodiversity; natural environment. AG: Bristol's population; employees; wildlife.	n/a
	12. To ensure the protection and enhancement of green and blue infrastructure and ensure access to a variety of open space and recreation	DMC27	?	?	?	Both	Both	Local and City-wide	As above.	n/a
Transport	13. To encourage a demonstrable modal shift and reduce the need to travel	DMC28 DMC29	?	?	?	Both	Both	City-wide	R: Public health; AG: Bristol's population.	n/a
	14. To maintain and improve the existing highway network	DMC30 DMC31	?	?	?	Both	Both	City-wide	R and AG: Bristol's highway network; public health; Bristol's population.	n/a
Climate, Energy and Waste	15. To reduce the risk of flooding from all sources	DMC32 DMC33	?	?	?	Both	Both	Local; City-wide; trans-boundary	R: Natural environment (water); AG: Businesses.	n/a
	16. Sustainably manage natural resources, including water demand and quality and reducing waste being landfilled	DMC34 DMC35 DMC36 DMC37	?	?	?	Both	Both	Local; City-wide; trans-boundary	R: Natural environment (water and land) AG: Businesses.	n/a
	17. Minimise air and noise pollution	DMC38	?	?	?	Both	Both	Local; City-wide; trans-boundary	R: Localised air quality; biodiversity; public health; built environment; AG: employees; local wildlife.	n/a
	18. To maximise the potential for energy efficiency, reduce greenhouse gas emissions and ensure that the built and natural environment and its communities can withstand the effects of climate change	DMC39 DMC40 DMC41 DMC42	?	?	?	Both	Both	Local; City-wide; trans-boundary	R: Natural environment; AG: Bristol's population; local wildlife.	n/a

Policy E4 Industrial and Distribution Areas

SEA Theme	SA Framework Objective	D-M Criteria	Policy E4					Spatial Scale of Effect	Receptors (R) and/or affected groups (AGs)	Suggested Appropriate Mitigation (AM) / Policy Cross-reference (CR) / opportunity to maximise benefit (MB)
			Significance of Effect (0/+/-/?)			Direct (D) or Indirect (I)	Temporary (T) or Permanent (P)			
			Short	Med	Long					
Population, Housing and Communities	1.To ensure an adequate and diverse supply of housing that is affordable to everyone	DMC1 DMC2 DMC3 DMC4	n/a	n/a	n/a	n/a	n/a	n/a	n/a	
	2. Promote the conservation and wise use of land, maximising the reuse of previously developed land	DMC5 DMC6 DMC7	++/?	++/?	++/?	Both	Both	City-wide	R: Bristol’s economy; brownfield and previously developed land; AG: Local businesses.	n/a
	3. Ensure easy and affordable access to key services	DMC8	+/?	+/?	+/?	D	P	Local	R: Local economy; AG: Local businesses and employees.	n/a
	4. Increase participation in cultural and community activities	DMC9	+/?	+/?	+/?	D	P	Local	AG: Local employees.	n/a
Health and Inequalities	5. To reduce poverty and income inequality and improve the quality of life for those living in concentrated disadvantage	DMC10 DMC11	+/?	+/?	+/?	Both	Both	Local and City-wide.	R: Built environment; employees; AG: Bristol’s population, employees and skills base.	n/a
	6. To reduce health inequalities and promote healthy lifestyles across the city	DMC12 DMC13 DMC14	?	?	?	Both	Both	Local and City-wider	R: Public health. AG: Bristol’s employees and population.	n/a
	7. Ensure access to education and learning for all sections of society	DMC15 DMC16	+/?	+/?	+/?	D	P	Local	AG: Local employees.	n/a
Economy and Employment	8. To support the economy and ensure that there are suitable opportunities for employment	DMC17 DMC18 DMC19 DMC20 DMC21	+/?	+/?	+/?	Both	Both	Local and City-wide.	R: Bristol’s local economy and environmental; AG: Local businesses, Bristol’s population.	
	9. Ensure access to a range of shopping facilities for all sections of society	DMC22 DMC23	+/?	+/?	+/?	D	P	Local	AG: Local employees.	n/a
Townscape and Landscape	10. To ensure the conservation and enhancement of local character including landscape features and the historic environment and its setting	DMC24	?	?	?	Both	P	Local	R: Cultural heritage; built environment; and Conservation Areas; AG: Population.	n/a
	11. To ensure the conservation and enhancement of biological and geological assets and improve the quality of wildlife habitats	DMC25 DMC26	?	?	?	Both	Both	Local and City-wide	R: Local wildlife and biodiversity; natural environment. AG: Bristol’s population; employees; wildlife.	n/a
	12. To ensure the protection and enhancement of green and blue infrastructure and ensure access to a variety of open space and recreation	DMC27	?	?	?	Both	Both	Local and City-wide	As above.	n/a
Transport	13. To encourage a demonstrable modal shift and reduce the need to travel	DMC28 DMC29	+/?	+/?	+/?	Both	Both	City-wide	R: Public health; AG: Bristol’s population.	n/a
	14. To maintain and improve the existing highway network	DMC30 DMC31	?	?	?	Both	Both	City-wide	R and AG: Bristol’s highway network; public health; Bristol’s population.	AM: Set out the impact of development proposals on the local highway network through updated modelling and look to consider opportunities to strengthen active transport (walking and cycling) routes including for ‘last mile’ journeys.
Climate, Energy and Waste	15. To reduce the risk of flooding from all sources	DMC32 DMC33	-/?	-/?	-/?	Both	Both	Local; City-wide; trans-boundary	R: Natural environment (water); AG: Businesses; utilities infrastructure; local wildlife.	AM: Consider removing areas of sites within Flood Risk Zone 3b, or require sequential layout to avoid any new development within these areas. Community and training uses are considered to be ‘more vulnerable’ and therefore should not be permitted within Flood Zone 3b, and require an exception test in areas of Flood Risk Zone 3a. Energy uses are considered to be ‘essential infrastructure’ and therefore require an exception test in 3a and 3b.
	16. Sustainably manage natural resources, including water demand and quality and reducing waste being landfilled	DMC34 DMC35 DMC36 DMC37	?	?	?	D	Both	Local; City-wide; trans-boundary	R: Natural environment (water and land); AG: Bristol’s population; local wildlife.	n/a
	17. Minimise air and noise pollution	DMC38	-/?	-/?	-/?	I	Both	Local; City-wide; trans-boundary	R: Localised air quality; biodiversity; public health; built environment; AG: population; local wildlife.	n/a
	18. To maximise the potential for energy efficiency, reduce greenhouse gas emissions and ensure that the built and natural environment and its communities can withstand the effects of climate change	DMC39 DMC40 DMC41 DMC42	?	?	?	D	Both	Local; City-wide; trans-boundary	R: Natural environment; AG: Bristol’s population; local wildlife.	n/a

Policy E5 Avonmouth Industrial Area and Bristol Port

SEA Theme	SA Framework Objective	D-M Criteria	Policy E5							
			Significance of Effect (0/+/- / ?)			Direct (D) or Indirect (I)	Temporary (T) or Permanent (P)	Spatial Scale of Effect	Receptors (R) and/or affected groups (AGs)	Suggested Appropriate Mitigation (AM) / Policy Cross-reference (CR) / opportunity to maximise benefit (MB)
			Short	Med	Long					
Population, Housing and Communities	1.To ensure an adequate and diverse supply of housing that is affordable to everyone	DMC1 DMC2 DMC3 DMC4	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
	2. Promote the conservation and wise use of land, maximising the reuse of previously developed land	DMC5 DMC6 DMC7	-	-/?	-/?	D	Both	Local	R: Bristol’s economy; greenfield sites; AG: Local businesses.	n/a
	3. Ensure easy and affordable access to key services	DMC8	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
	4. Increase participation in cultural and community activities	DMC9	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Health and Inequalities	5. To reduce poverty and income inequality and improve the quality of life for those living in concentrated disadvantage	DMC10 DMC11	+/?	+/?	+/?	Both	Both	Local and City-wide.	R: Built environment; AG: Bristol’s population and skills base.	n/a
	6. To reduce health inequalities and promote healthy lifestyles across the city	DMC12 DMC13 DMC14	?	?	?	Both	Both	Local and City-wider	R: Public health. AG: Bristol’s population.	n/a
	7. Ensure access to education and learning for all sections of society	DMC15 DMC16	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Economy and Employment	8. To support the economy and ensure that there are suitable opportunities for employment	DMC17 DMC18 DMC19 DMC20 DMC21	++/?	++/?	++/?	Both	Both	Local and City-wide.	R: Bristol’s local economy and environmental; AG: Local businesses, Bristol’s population.	n/a
	9. Ensure access to a range of shopping facilities for all sections of society	DMC22 DMC23	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Townscape and Landscape	10. To ensure the conservation and enhancement of local character including landscape features and the historic environment and its setting	DMC24	-/?	-/?	-/?	D	P	Local	R: Cultural heritage; built environment; and Scheduled Monuments; AG: Bristol’s population.	AM: Require appropriate mitigation to minimise any impacts on the Scheduled Monuments within area (at Land north of King Weston Lane and the Historic Gun Battery site).
	11. To ensure the conservation and enhancement of biological and geological assets and improve the quality of wildlife habitats	DMC25 DMC26	--/?	--/?	--/?	Both	Both	Trans-boundary (?)	R: Local wildlife and biodiversity including international statutory designations; natural environment. AG: Bristol’s population; wildlife.	AM: Provide greater detail on the means by which ‘development should contribute appropriately towards the habitat mitigation measures’ proposed.
	12. To ensure the protection and enhancement of green and blue infrastructure and ensure access to a variety of open space and recreation	DMC27	?	?	?	D	Both	Local	As above.	AM: Provide greater detail on the means by which ‘development should contribute appropriately towards the habitat mitigation measures’ proposed.
Transport	13. To encourage a demonstrable modal shift and reduce the need to travel	DMC28 DMC29	-/?	?	?	Both	Both	City-wide	R: Public health and economy; AG: Bristol’s population.	AM: Consider reference to non-employment land exceptions for ancillary uses that directly support the main function of the site (i.e. on-site hot food provision and creches) for proposed uses that are beyond walking distance of Avonmouth.
	14. To maintain and improve the existing highway network	DMC30 DMC31	?	?	?	Both	Both	City-wide	R and AG: Bristol’s highway network; public health; Bristol’s population.	n/a
Climate, Energy and Waste	15. To reduce the risk of flooding from all sources	DMC32 DMC33	--/?	--/?	--/?	Both	Both	Local; City-wide; trans-boundary	R: Natural environment (water); AG: Bristol’s population; businesses; essential infrastructure; local wildlife.	AM: Require ‘exceptions’ test to be undertaken where energy uses, and essential infrastructure, is proposed. AM: Publish updated evidence in relation to the Strategic Flood Risk Assessment.
	16. Sustainably manage natural resources, including water demand and quality and reducing waste being landfilled	DMC34 DMC35 DMC36 DMC37	?	?	?	D	Both	Local; City-wide; trans-boundary	R: Natural environment (water and land); AG: Bristol’s population; local wildlife.	n/a
	17. Minimise air and noise pollution	DMC38	0/?	0/?	0/?	I	Both	Local; City-wide; trans-boundary	R: Localised air quality; biodiversity; public health; built environment; AG: population; local wildlife.	n/a
	18. To maximise the potential for energy efficiency, reduce greenhouse gas emissions and ensure that the built and natural environment and its communities can withstand the effects of climate change	DMC39 DMC40 DMC41 DMC42	+/?	+/?	+/?	D	Both	Local; City-wide; trans-boundary	R: Natural environment; AG: Bristol’s population; local wildlife.	n/a

Policy E6 Affordable workspace

SEA Theme	SA Framework Objective	D-M Criteria	Policy E6							
			Significance of Effect (0/+/- / ?)			Direct (D) or Indirect (I)	Temporary (T) or Permanent (P)	Spatial Scale of Effect	Receptors (R) and/or affected groups (AGs)	Suggested Appropriate Mitigation (AM) / Policy Cross-reference (CR) / opportunity to maximise benefit (MB)
			Short	Med	Long					
Population, Housing and Communities	1.To ensure an adequate and diverse supply of housing that is affordable to everyone	DMC1 DMC2 DMC3 DMC4	n/a	n/a	n/a	n/a	n/a	n/a	n/a	
	2. Promote the conservation and wise use of land, maximising the reuse of previously developed land	DMC5 DMC6 DMC7	n/a	n/a	n/a	n/a	n/a	n/a	n/a	
	3. Ensure easy and affordable access to key services	DMC8	n/a	n/a	n/a	n/a	n/a	n/a	n/a	
	4. Increase participation in cultural and community activities	DMC9	+	+	+	I	Both	Local	AG: Local employees.	n/a
Health and Inequalities	5. To reduce poverty and income inequality and improve the quality of life for those living in concentrated areas of disadvantage	DMC10 DMC11	+	+	+	I	Both	Local	R: Employees. AG: Bristol's population.	n/a
	6. To reduce health inequalities and promote healthy lifestyles across the city	DMC12 DMC13 DMC14	n/a	n/a	n/a	n/a	n/a	n/a	n/a	
	7. Ensure access to education and learning for all sections of society	DMC15 DMC16	n/a	n/a	n/a	n/a	n/a	n/a	n/a	
Economy and Employment	8. To support the economy and ensure that there are suitable opportunities for employment	DMC17 DMC18 DMC19 DMC20 DMC21	+	+	+	I	Both	Local and City-wide.	R: Bristol's local economy and environmental. AG: Local businesses, Bristol's population.	n/a
	9. Ensure access to a range of shopping facilities for all sections of society	DMC22 DMC23	n/a	n/a	n/a	n/a	n/a	n/a	n/a	
Townscape and Landscape	10. To ensure the conservation and enhancement of local character including landscape features and the historic environment and its setting	DMC24	+	+	+	D	Both	Local	R: Bristol's built environment. AG: Bristol's population.	n/a
	11. To ensure the conservation and enhancement of biological and geological assets and improve the quality of wildlife habitats	DMC25 DMC26	n/a	n/a	n/a	n/a	n/a	n/a	n/a	
	12. To ensure the protection and enhancement of green and blue infrastructure and ensure access to a variety of open space and recreation	DMC27	n/a	n/a	n/a	n/a	n/a	n/a	n/a	
Transport	13. To encourage a demonstrable modal shift and reduce the need to travel	DMC28 DMC29	n/a	n/a	n/a	n/a	n/a	n/a	n/a	
	14. To maintain and improve the existing highway network	DMC30 DMC31	n/a	n/a	n/a	n/a	n/a	n/a	n/a	
Climate, Energy and Waste	15. To reduce the risk of flooding from all sources	DMC32 DMC33	n/a	n/a	n/a	n/a	n/a	n/a	n/a	
	16. Sustainably manage natural resources, including water demand and quality and reducing waste being landfilled	DMC34 DMC35 DMC36 DMC37	n/a	n/a	n/a	n/a	n/a	n/a	n/a	
	17. Minimise air and noise pollution	DMC38	n/a	n/a	n/a	n/a	n/a	n/a	n/a	
	18. To maximise the potential for energy efficiency, reduce greenhouse gas emissions and ensure that the built and natural environment and its communities can withstand the effects of climate change	DMC39 DMC40 DMC41 DMC42	n/a	n/a	n/a	n/a	n/a	n/a	n/a	

Policy E8 Digital connectivity and inclusion

SEA Theme	SA Framework Objective	D-M Criteria	Policy E8			Direct (D) or Indirect (I)	Temporary (T) or Permanent (P)	Spatial Scale of Effect	Receptors (R) and/or affected groups (AGs)	Suggested Appropriate Mitigation (AM) / Policy Cross-reference (CR) / opportunity to maximise benefit (MB)
			Significance of Effect (0/+/- / ?)							
			Short	Med	Long					
Population, Housing and Communities	1.To ensure an adequate and diverse supply of housing that is affordable to everyone	DMC1 DMC2 DMC3 DMC4	0/?	0/?	0/?	I	P	Local and City-wide	R: Local housing market, Bristol’s population; AG: Bristol’s population.	AM: As required by the Planning Practice Guidance, support the preparation of the plan with evidence relating to viability in accordance with guidance to ensure that policies are realistic and the total cost of all relevant policies (such as this one) is not of a scale that will make the plan (and the level of housing set out) undeliverable.
	2. Promote the conservation and wise use of land, maximising the reuse of previously developed land	DMC5 DMC6 DMC7	0/?	0/?	0/?	I	P	Local and City-wide	As above, plus: R: Bristol’s local economy; AG: Local businesses.	n/a
	3. Ensure easy and affordable access to key services	DMC8	+/?	+/?	+/?	D	Both	Local and City-wide	R: Bristol’s local economy; AG: Local businesses, Bristol’s population.	n/a
	4. Increase participation in cultural and community activities	DMC9	+/?	+/?	+/?	D	Both	Local and City-wide	R: Bristol’s local economy; AG: Local businesses, Bristol’s population.	n/a
Health and Inequalities	5. To reduce poverty and income inequality and improve the quality of life for those living in areas of concentrated disadvantage	DMC10 DMC11	+/?	+/?	+/?	D	Both	Local and City-wide	R: Bristol’s local economy; AG: Local businesses, Bristol’s population.	n/a
	6. To reduce health inequalities and promote healthy lifestyles across the city	DMC12 DMC13 DMC14	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
	7. Ensure access to education and learning for all sections of society	DMC15 DMC16	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Economy and Employment	8. To support the economy and ensure that there are suitable opportunities for employment	DMC17 DMC18 DMC19 DMC20 DMC21	+/?	+/?	+/?	D	Both	Local and City-wide	R: Bristol’s local economy; AG: Local businesses, Bristol’s population.	n/a
	9. Ensure access to a range of shopping facilities for all sections of society	DMC22 DMC23	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Townscape and Landscape	10. To ensure the conservation and enhancement of local character including landscape features and the historic environment and its setting	DMC24	?	?	?	I	Both	Local and City-wide	R: Cultural heritage; built environment; AG: Bristol’s population.	n/a
	11. To ensure the conservation and enhancement of biological and geological assets and improve the quality of wildlife habitats	DMC25 DMC26	?	?	?	I	Both	Local and City-wide	R: Local wildlife and biodiversity; natural environment; AG: Bristol’s population; local wildlife.	n/a
	12. To ensure the protection and enhancement of green and blue infrastructure and ensure access to a variety of open space and recreation	DMC27	?	?	?	I	Both	Local and City-wide	As above.	n/a
Transport	13. To encourage a demonstrable modal shift and reduce the need to travel	DMC28 DMC29	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
	14. To maintain and improve the existing highway network	DMC30 DMC31	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Climate, Energy and Waste	15. To reduce the risk of flooding from all sources	DMC32 DMC33	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
	16. Sustainably manage natural resources, including water demand and quality and reducing waste being landfilled	DMC34 DMC35 DMC36 DMC37	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
	17. Minimise air and noise pollution	DMC38	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
	18. To maximise the potential for energy efficiency, reduce greenhouse gas emissions and ensure that the built and natural environment and its communities can withstand the effects of climate change	DMC39 DMC40 DMC41 DMC42	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a

Evaluation of Effects	Economic and inclusive growth Scale of effects: While the effects are expected to be location specific, cumulatively these policies could have citywide effects for ensuring access to employment and removing barriers to employment for local residents particularly where there are persistent levels of employment deprivation. There is also potential for benefits in relation to access to education where the policies would contribute to the provision of training and support the delivery of community facilities and training facilities. Social, economic and environmental effects of the grouped policies: - The majority of the policies appraised are expected to result in positive effects in relation to SA Objectives 5 and 8 given their focus on supporting economic development, providing the overall strategy for employment development in Bristol and setting out the approach for office (Policy E3) and industrial growth (Policy E4) including that within the Avonmouth Industrial Area and Bristol Port (Policy E5). The approach of the policies is likely to support economic regeneration in the city, including in some of the more deprived locations. - Policy E1 will help to improve access to employment and increased uptake of relevant skills amongst the local population with significant positive effects particularly expected for SA Objective 5. The introduction of a clear size threshold for when an Employment and Skills Plan would be required provides more clarity as to the potential impact of the policy, given that it relates to major development proposals only there may be less wide-ranging impacts. Effects remain unknown as the impact of Employment and Skills Plans required by the policy remain to be seen and will depend on the level of delivery. Positive effects are expected in relation to SA Objectives 5 and 8 for Policies E1 (significant positive for SA Objective 5) and E5 (significant positive for SA Objective 8). - For Policy E5, the significant positive effect recorded in relation to SA Objective 8 reflects the importance of Avonmouth Industrial Area and Bristol Port to the local economy and the allocation a substantial amount of land within the policy for the development of industrial and distribution uses. Through Policy E4, the city's Industry and Distribution Areas and Maritime Industry Areas are to be maintained in existing use or developed for a similar or enhanced use. This includes some sites within more deprived areas in south and east Bristol. The positive effects recorded for SA Objectives 5 and 8 are partly unknown given that Policy E4 allows for redevelopment of Industry and Distribution Areas for some alternative uses (such as community facilities) that are less likely to support access to employment in Bristol. The effects for Policy E2A are likely to be less pronounced given that it seeks to support the provision of workspace within mixed use developments. However, this policy may provide specific benefits in relation to employment growth that might be supported by the uses listed in the policy. Policy E6 would similarly provide a more modest benefit for the local economy given its focus on affordable workspace, meaning the positive effect expected for SA Objective 8 is not significant. The positive effect recorded for this policy in relation to SA Objective 5 reflects its support for regeneration and for disadvantaged groups starting businesses in Bristol. - Only Policies E1 and E4 are expected to have positive effects in relation to SA Objective 7. Positive effects are likely for Policy E1 given its requirement for development to contribute to the facilitating skills development and removal of barriers to employment for local residents however effects are unknown as it is unclear whether long term there is sufficient capacity within existing educational facilities (i.e. construction and skills colleges) to ensure longer-term formalised learning in these employment sectors. For Policy E4, a positive effect is expected given that a proportion of the Industry and Distribution Areas may be occupied by community facilities and training facilities, with the potential for implementation and provision of facilities that will benefit education in the city partly unknown. This requirement means that an unknown, positive effect is also recorded in relation to SA Objective 4. A positive effect is also recorded for this SA Objective for Policy E6 given the support in the policy for affordable workspace that would serve sectors such as charities, voluntary and community organisations. By supporting access to high speed broadband, Policy E8 could also benefit involvement in community activity and therefore an unknown, positive effect is also recorded for this policy in relation to SA Objective 4. - Through Policy E1 unknown effects are identified in relation to SA Objective 1. The requirements of this policy may have impacts on the viability and deliverability of residential schemes which would provide 10 or more dwellings. The policy is now potentially applicable to and could have implications for more proposed developments given the lowering of the threshold from 100 homes to 10 homes in the Publication Version November 2023 Draft Local Plan. In contrast the effects of Policy E8 is expected to be broadly neutral but are partly uncertain. Neither policy specifically addresses residential development. For Policy E8, the partially unknown effect reflects the potential for developers to be required to make contributions towards digital infrastructure which may have implications for viability. - Policies E2A, E3 and E4 are all expected to have positive effects in relation to SA Objective 2. Policy E2A is expected to have an unknown, significant positive effects in relation to this SA Objective by encouraging new development to be space-efficient and by promoting the conservation and wise use of land. For Policy E3, the unknown, positive effect reflects the predominantly urban and brownfield nature of land identified as suitable for office development, where more intensive development is proposed. Positive effects are expected for Policy E4 given that the Industry and Distribution Areas and the Maritime Industry Areas set out are located on predominantly brownfield land. In contrast, the effects recorded for Policy E5 are unknown, negative. These effects reflect the approach of allocating 60 hectares of greenfield land which are in a less sustainable location given its currently limited connection to public transport (although this will be addressed in part by the delivery of MetroWest Phase 1a). Policy E1 is not expected to contribute to SA Objective 2 as whilst the policy supporting text references the redevelopment of existing workspace, the policy text itself relates only to major development proposals and does not include any specific requirements for the redevelopment of existing sites. - Through Policy E3, development of offices will be supported at Bristol Temple Quarter and St Philip's Marsh and within or on the edge of town and district centres where there is good access to services and facilities as well as retail. Therefore, positive effects are recorded in relation to SA objectives 3 and 9. Effects are partly unknown as they will depend on the specific sites that come forward. Given the potential for some services and facilities including retail to be supported as part of the development of Industry and Distribution Areas through Policy E4, similar positive effects are expected for this policy. The effect for Policy E4 is partly unknown given that some of the Industry and Distribution Areas are not well related to existing services and facilities at local and town centre locations. It is notable that Underfall Yard and Albion Docks / Sydney Row Maritime Industry Areas lie within the city centre. A positive effect is also recorded for Policy E8 in relation to SA Objective 3 given the access digital infrastructure will provide to key services, community facilities, employment opportunities including for those within areas of deprivation. - For Policy E1 unknown effects are recorded in relation to SA Objective 13 and 18. Ensuring skills development and employment initiatives are within 'local' access could help reduce the need to travel and reduce use of private vehicles with potential for reductions in carbon emissions although this is dependent upon the decision making of individual residents. Similarly, Policy E4 is expected to have positive effects in relation to SA Objective 13 given that the location of some Industry and Distribution Areas and both Maritime Industry Areas is close to sustainable transport nodes could encourage travel by sustainable modes. However, a negative effect is recorded in relation to SA Objective 17 given that a proportion of the Industry and Distribution Areas and both Maritime Industry Areas lie within AQMA's. Given the poor level of public transport available in some parts of Avonmouth Industrial Area and Bristol Port, an unknown negative effect is expected for Policy E5 in relation to SA Objective 13 in the short term, although as previously noted, this could be addressed by new public transport provision in the longer term. - For Policy E3 the effects expected in relation to SA Objective 6 are unknown. This is also the case for SA Objectives 10 to 18 given that effects will be dependent upon implementation, and the specific design of office development. An unknown effect is also recorded for Policy E4 in relation to SA Objective 6 given that a number of the Industry and Distribution Areas and both Maritime Industry Areas are within AQMA's, but many are within close proximity of sustainable transport links. The location of these sites means there is potential for adverse impacts on health and wellbeing in relation to air pollution but beneficial effects in relation to active travel. Policy E5 is also recorded as having unknown effects in relation to SA Objective 6 (as well as SA Objective 14). Avonmouth Industrial Area and the proposed allocations are not within an AQMA, but the walking and cycling environment is relatively poor (for example, there is no footpath along lengths of Kings Weston Lane) and there is fairly poor connectivity from Avonmouth train station. - Many of the effects of Policies E4 and E5 are reflective, in part on the location of the development they would support in relation to sensitive receptors. The location of only a small number of Industry and Distribution Areas but both Maritime Industry Areas close to or within Conservation Areas and with a limited area of land within SNCLs and adjacent to these areas, means there may be some potential for development and new uses introduced to have detrimental impacts on the historic environment and biodiversity. In the case of the Maritime Industry Areas, both sites have potential to impact on the River Avon SNCL given its proximity to the south. However, appropriate mitigation might be achieved and there may be some potential for improvements (including through enhanced green infrastructure) to be incorporated. As such, unknown effects are recorded in relation to SA Objectives 10 to 12 for Policy E4. Given that the potential efficient use of natural resources at the Industry and Distribution Areas is dependent largely on implementation and compliance with other Local Plan policies, unknown effects are recorded for Policy E4 in relation to SA Objective 16. Similarly, the potential to reduce carbon emissions at the Industry and Distribution Areas is largely dependent upon the extent to which development would reach energy efficiency targets and therefore unknown effects are recorded for this policy in relation to SA Objective 18. - Policy E5 is considered to have greater potential to result in adverse effects relating to the historic and natural environment. The Avonmouth Industrial Area and Bristol Port contains or is in close proximity to a number of heritage assets including 'Mere Bank and Flanking Ditches' Scheduled Monument, 'Heavy Anti-aircraft battery 520m east of Holes Mouth' Scheduled Monument and the Grade II listed Bristol Tramways Company Avonmouth Depot. While the planning application process and appropriate design measures may help to ensure any development is sympathetic to the existing setting of these assets, an unknown, negative effect is recorded in relation to SA Objective 10 to reflect the potential for adverse impacts. Furthermore, the area as a whole overlaps with the SSSI, SPA, SAC and RAMSAR ecological designations associated with the River Severn and is adjacent to Lamplighters Marsh Local Nature Reserves well as containing land designated as SNCL. Given the high level of ecological importance, the development of greenfield land at this location has the potential to result in significant negative effects in relation to SA Objective 11. Through Policy E5 development for energy uses including wind turbines and other renewables such as solar farms would be allowed for, with potential to contribute to a net gain in renewable energy production. Therefore, unlike Policy E4, Policy E5 has potential to directly impact energy from low carbon sources and a positive effect is recorded in relation to SA Objective 18.
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	- Both Policies E4 and E5 are likely to have negative effects in relation to SA Objective 15. For Policy E4 this reflects the location of a number of Industry and Distribution Areas and parts of the Maritime Industry Areas within Flood Zone 3 (including Flood Zone 3b) which could allow for industrial uses as well as some community uses at these locations to be at risk of flooding, although there is potential for mitigation to be achieved as part of the planning application process. For Policy E5, the negative effect is significant given that a large area of the Avonmouth Industrial Area is within Flood Risk Zone 3b and there are also substantial areas of Flood Zone 2. The policy does not positively direct development towards areas of lower flood risk. - Policy E2A has unknown effects in relation to a number of the SA Objectives. This includes SA Objectives 3 to 6, SA Objectives 10 to 13 and SA Objectives 15 to 18. The unknown effects reflect the unspecified location of new workspace provided as part of new mixed use development in relation to access to services and facilities, sensitive receptors, areas of flood risk and sources of pollution. For Policy E8 unknown effects are recorded for SA Objective 10 to 12. Effects for this policy are subject to design / scale of infrastructure proposed and its siting with respect to listed assets and designated sites. Through Policy E6, affordable workspace is to be supported where it would help to sustain a mix uses which contribute to the character of an area. This policy is therefore recorded as having a positive effect in relation to SA Objective 10.
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Policies SSE1 – SSE8: Assessment of the Effects of Centres, Shopping and the Evening Economy Policies

Policies SSE1 – SSE8: Centres, shopping and the evening economy

This section sets out the appraisal of the policies in the Bristol Local Plan Pre-Submission Publication Version (November 2023) that address centres, shopping and the evening economy. The policies in this section of the Local Plan recognise changes within the retail sector and seek to respond to this, supporting the role of the city's centres in providing residents with nearby access to services and retail. The Publication Version (November 2023) includes the following policies in relation to this topic area:

- Policy SSE1 Supporting Bristol's Centres - network and hierarchy
- Policy SSE2 Development in Bristol's centres
- Policy SSE3 Supporting Bristol's evening, night-time and culture economy
- Policy SSE4 Town centre first approach to development
- Policy SSE5 Temporary uses in centres
- Policy SSE6 Retaining and enhancing markets
- Policy SSE7 Provision of public toilets
- Policy SSE8 Public houses

Note that as Policy SSE8 Public houses is carried forward from the adopted Site Allocations and Development Management Policies (2014) (Policy DM6), an appraisal of this policy is not presented in this report. The sustainability effects for these policies have been presented in the SA Report for the adopted Local Plan and it is considered that no material changes have occurred to the policy approach and the associated sustainability effects.

Realistic alternatives considered

The Interim SA Report (2019) did not consider alternatives for Policies SSE1 to SSE7 as these policies were not presented in the Draft Local Plan March 2019 Consultation version. These policies were initially presented in the Draft Local Plan November 2022 Further Consultation version.

The Bristol City Centre Study (2021) and the Bristol Local Centres Study (2022) recognise the changing context of Bristol city centre and its town, district and local centres. There is an increasingly role for non-retail uses in contributing to competitive centres in line with general national trends. Evidence within the Bristol City Centre Study (2021) also highlights the need to ensure that the city centre's offer is not eroded by competing out-of-town retail destinations e.g., Cribbs Causeway.

As set out within the updated Scoping Report (2023), the Government strategy 'Build Back Better High Streets' (2021) includes the ambition for vibrant high streets where communities are at the heart of place-making; and where a mix of commercial and residential uses complement each other. The strategy sets out the long-term approach to the evolution of high streets into thriving places to work, visit and live, including through prioritising regeneration of vacant buildings, supporting high-street businesses, improving the public realm, creating safe and clean spaces, and celebrating local communities. Alongside a series of legislative changes related to Permitted Development Rights, the Levelling Up and Regeneration Bill (LURB) published in May 2022, also reinforces this message with one of the 'missions' within the LURB relating to restoring pride in place and community, boosting town centres and engagement with local culture and community.

Given the context of the policy, guidance, strategy and proposed legislative changes set out above, it is considered that the Local Plan should include policy that supports the vitality and viability of town centres as well as the changing role of high street as places residents and visitors will value.

A small number of changes to Policies SSE1 to SSE7 have been made since the Draft Local Plan November 2022 Further Consultation version. Where changes have been made these are presented below by policy.

Policy SSE1: Supporting Bristol's centres – network and hierarchy

Policy SSE1 sets out part of the policy response to the local and national policy context described above for this group of policies. This policy also responds to legislative changes introduced by the Government in 2020⁹ and 2021¹⁰ to the 'Town and Country Planning (Use Classes) Order 1987' (herein referred to as the 'Use Classes Order') that effectively groups all town centre (including commercial, business and retail) uses under a newly formed 'Class E' with some uses e.g. public houses becoming a 'sui generis' Use Class. In light of changes to the Use Classes Order, 'The Town and Country Planning (General Permitted Development) (England) Order 2015' (herein referred to as the 'GPDO') was also amended. Amendments to the GPDO included the introduction of Schedule 2, Part 3, Class MA (herein referred to as 'Class MA'). Class MA effectively allows the change of use of any 'Class E' use to residential development (Use Class C3) under permitted development i.e. without the need for planning permission (subject to the prior approval of the Local Planning Authority). The stated justification for these changes was in part linked to the impact of the Covid-19 pandemic and the need to stimulate economic recovery.

Although these permitted development changes are not captured in the NPPF (2021), the Framework requires that a network and hierarchy of town centres is defined through policy and that policy promotes the long-term vitality and viability of these locations. It states that planning policies should take a 'positive approach to their growth, management and adaptation'¹¹; by defining a network and hierarchy of town centres; and clarify the use permitted in these locations¹².

The Bristol Local Centres Study (July 2022) recognises the important role that centres in Bristol have in terms of creating cohesive communities but highlights the need to plan for multifunctional centres that respond to the demands of their unique catchments. The updated hierarchy of centres included in Policy SSE1 (City Centre, Town Centres, District Centres, Local Centres and Parades) is informed by BCC evidence, including the Bristol City Centre Retail and Leisure Study (2021) and the Citywide High Streets and Local Centres Study (2022). This underpins the modified hierarchy of centres across the Plan area, and updates adopted Policy BCS7 by renaming the 'Local Centres' category to 'Local Centres and Parades' within the hierarchy. Some centres have moved between categories, and other new centres have been introduced.

⁹ On 1 September 2020 the Town and Country Planning (Use Classes) (Amendment) (England) Regulations 2020⁹ came into force, amending the Use Classes Order 1987.

¹⁰ The Town and Country Planning (General Permitted Development etc.) (England) (Amendment) Order 2021

¹¹ NPPF Paragraph 86.

¹² NPPF Paragraph 86.

Policy SSE1 would help to focus appropriate development within the defined locations based on local evidence and in accordance with national policy and guidance. It also responds to the new permitted development rights for change of town centre uses to residential by supporting clear roles for Bristol's centres into the future. The policy approach aligns with the local evidence and strategy and is broadly in accordance with NPPF. A 'policy-off' option is therefore not considered further.

The policy has been subject to a small change since the Draft Local Plan November 2022 Further Consultation version, whereby reference has been removed in the policy supporting text to Bristol City Centre as the focus for investment in main town centre uses.

Policy SSE2: Development in Bristol's centres

In addition to the local and national policy context described above for this group of policies, Chapter 7 of the NPPF (2021) sets out that planning policies should define the extent of town centres and primary shopping areas. This NPPF and PPG also requires policies to clarify the range of uses permitted in such locations as part of a positive strategy for the future of each centre, and recognise the role of residential development in ensuring the vitality of centres.

Policy SSE2 specifically sets out areas within the City Centre for retaining a mix of uses to maintain character, sustainability, and the city's existing markets. It also defines the development approach for town, district and local centres in a manner that would reflect role, function and character as required by the NPPF and PPG.

Additional guidance is included in the policy for the introduction of residential use (Class C2), noting that proposals for change of use for ground floor frontages would be refused within primary shopping areas (unless secured by permitted development rights). The policy also provides clarity with regards to where such changes of use may be acceptable within wider centre boundaries. The policy approach aligns with the local evidence and strategy and is broadly in accordance with NPPF. A 'policy-off' option is therefore not considered further.

No changes have been made to Policy SSE2 between the Draft Local Plan Further Consultation November 2022 version and the Bristol Local Plan Pre-Submission Publication Version (November 2023).

Policy SSE3 Supporting Bristol's evening, night-time and culture economy

This policy was titled **Policy SSE3 Supporting Bristol's evening and night-time economy** in the Draft Local Plan Further Consultation November 2022 version.

In addition to the local and national policy context described above for this group of policies, the PPG¹³ recognises the role of the evening and night-time economy for increasing overall economic activity within town centres, particularly for allowing town centres to diversify and offer services beyond retail use.

¹³ PPG Paragraph: 001 Reference ID: 2b-001-20190722.

For the purposes of this policy, ‘main town centres’ uses are defined as per Annex 2 of the NPPF. This is a wider definition than ‘Class E – Commercial, Business and Services Uses’ introduced by amendments to the Use Classes Order in 2020. The definition of ‘main town centre’ uses includes leisure facilities such as theatres, cinemas and nightclubs which are considered to be ‘sui generis’ under the amended Use Classes Order. These ‘sui generis’ uses are considered to be important to the vitality and viability of centres in Bristol given their contribution to the evening and night-time economy, and therefore are specifically supported by policy, which refers to ‘main town centre’ uses.

Policy SSE3 addresses the future development of the city’s cultural and night-time economy and provides a positive policy position for such uses. The policy approach aligns with the local strategy and is broadly in accordance with NPPF. A ‘policy-off’ option is therefore not considered further.

The policy has been subject to a small change since the Draft Local Plan November 2022 Further Consultation version, whereby reference is now included to preventing the loss of cultural venues and night time economy uses unless the existing use is no longer viable and a similar use cannot be accommodated.

Policy SSE4: Town centre first approach to development

In addition to the local and national policy context described above for this group of policies, Chapter 7 of the NPPF (2021) states that *‘main town centre uses should be located in town centres, then in edge of centre locations; and only if suitable sites are not available (or expected to become available within a reasonable period) should out of centre sites be considered’*. The Framework defines edge of centre locations as those that are ‘well connected to the town centre’. In order to support this approach, the NPPF also states that Local Planning Authorities should apply a ‘sequential test’ to planning applications for main town centre uses. An impact assessment should be required for development that is over a proportionate, locally set floorspace threshold.

Policy SSE4 directs main town centre uses to Bristol’s centres and requires a sequential approach for main town centre uses proposed outside a defined centre. In the case of retail development, the sequential test is set out within Policy SSE4 in relation to primary shopping areas rather than the wider centre boundaries. Policy SSE4 also responds to the national requirement to specify thresholds for town, district, and local centres (applicable for proposals within 800m of the boundary of the relevant centre). Overall, the policy approach aligns with the local strategy and is broadly in accordance with NPPF. A ‘policy-off’ option is therefore not considered further.

No changes have been made to Policy SSE4 between the Draft Local Plan Further Consultation November 2022 version and the Publication Version November 2023 Draft Local Plan.

Policy SSE5: Temporary uses in centres

In addition to the local and national policy context described above for this group of policies, Chapter 11 of the NPPF (2021) requires Local Plans to take a positive approach to applications for alternative uses on land which is currently developed but not allocated for a specific purpose. This approach is set out within the context of making effective use of land in meeting the need for homes

and other uses. However, there is no specific reference to temporary uses in centres within either the NPPF or PPG.

The Town and Country Planning (General Permitted Development) (England) Order 2015¹⁴ and the Order as amended in 2023¹⁵ includes permitted development rights for the temporary use of land for markets and motor car and motorcycle racing, subject to particular conditions being met (such as the use being for up to 28 days in total in any calendar year). However, planning permission would need to be sought where conditions prescribed in the Order are not satisfied, and as such limit the availability of permitted development rights for other temporary uses.

Policy SSE5 seeks to respond to recent trends whereby a diverse 'range of interim, pop-up or temporary uses have proliferated within vacant land or underutilised spaces in advance of more comprehensive redevelopment', known collectively as 'meanwhile uses'. It is acknowledged that these uses provide short term opportunities to create more vibrant local places and for creative expression, whilst longer term benefits may include community involvement and development, sustainable local enterprise, and increased local employment. The meanwhile uses addressed through Policy relate to those for encourage economic or community activity and the policy is not applicable to proposals for meanwhile residential uses.

Given the relative success and increased presence of such uses, it is considered pertinent that policy be introduced within the Local Plan that would ensure that both future development proposals are not prejudiced, as well as the enhancement of local character and amenity of the area, safeguarding of residential amenity and no unacceptable impacts on traffic conditions or safety issues for active travel modes. Without this in place, decision-making around such uses at a local level would be deferred to limited guidance in national policy. A 'policy-off' option is therefore not considered further.

No changes have been made to Policy SSE5 between the Draft Local Plan Further Consultation November 2022 version and the Publication Version November 2023 Draft Local Plan.

Policy SSE6: Retaining and enhancing markets

In addition to the local and national policy context described above for this group of policies, Chapter 7 of the NPPF requires Local Plans to retain and enhance existing markets and, where appropriate, re-introduce or create new market offers. As detailed above for Policy SSE5, permitted development rights are available for temporary markets subject to conditions being met as set out within the General Permitted Development Order¹⁶.

Since the Core Strategy and Site Allocations and Development Management Plan were adopted, there has been a notable growth in the presence of local outdoor markets within the city, as

¹⁴ Schedule 2, Part 4 (Temporary buildings and uses), Class B (Temporary use of land) of the Town and Country Planning (General Permitted Development) (England) Order 2015

¹⁵ The Town and Country Planning (General Permitted Development etc.) (England) (Amendment) Order 2023

¹⁶ Schedule 2, Part 4 (Temporary buildings and uses), Class B (Temporary use of land) of the Town and Country Planning (General Permitted Development) (England) Order 2015

documented in local evidence (Bristol City Centre Study (2021) and the Bristol Local Centres Study (2022))

Whilst temporary markets can be eligible for permitted development rights (subject to particular conditions), where planning permission is required, the aim of Policy SSE6 is to enable practical and safe implementation of additional markets and to enable these uses to continue to thrive, whilst having regard for local amenity, accessibility for trader vehicles and the availability of both storage and market trader facilities. Policy SSE6 also seeks to protect existing market sites from being lost through development, unless it can be demonstrated that there would be *'no harm to the range, choice and diversity of market sites in the locality or city'*. The policy approach aligns with the local strategy and evidence and is broadly in accordance with NPPF. A 'policy-off' option is therefore not considered further.

No changes have been made to Policy SSE6 between the Draft Local Plan Further Consultation November 2022 version and the Publication Version November 2023 Draft Local Plan.

Policy SSE7: Provision of public toilets

Nationally there is a planning policy and guidance 'gap' in relation to the provision of public toilets. However, it is acknowledged that this is an important area of public policy. The Department for Levelling Up, Housing and Communities (DLUHC) has undertaken a consultation for 8 weeks from 13 August 2023 on the provision of public toilets and the key design issues to consider for these facilities¹⁷. This consultation is in response to the government published 'Toilet provision for men and women: call for evidence' (2020)¹⁸, which found that safety concerns exist for particular groups of people using toilets (including for trans/non-binary people and women) as well as the need for better design proposals for these facilities. In addition, independent research has also been undertaken in 2021 and 2022¹⁹ to provide data to inform future policy and guidance, including an update to Approved Document M of the Building Regulations.

The provision of public conveniences is important in enabling both a safe and inclusive public realm within Bristol. Policy SSE7 seeks to ensure provision of these types of facility are part of major public facing developments in centres and elsewhere. Overall, the policy approach aligns with research and policy direction at the national level. The policy was shown to be supported as part of consultation undertaken on the Draft Local Plan Further Consultation November 2022 version. A 'policy-off' option is therefore not considered further.

¹⁷ DLUHC (2023) Consultation on toilet provision in buildings other than dwellings – A technical consultation paper. <https://www.gov.uk/government/consultations/toilet-provision-in-buildings-other-than-dwellings-technical-consultation/toilet-provision-in-buildings-other-than-dwellings-a-technical-consultation-paper>

¹⁸ <https://www.gov.uk/government/consultations/toilet-provision-for-men-and-women-call-for-evidence/public-feedback/toilet-provision-for-men-and-women-call-for-evidence-analysis-of-responses-received>

¹⁹ Arup and DLUHC Part M Research extension: toilets. Available at: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/1177952/Part_M_Research_extension_toilets_research_report.pdf

No changes have been made to Policy SSE7 between the Draft Local Plan Further Consultation November 2022 version and the Publication Version November 2023 Draft Local Plan.

Assessment and evaluation of effects

Consideration of technical and other difficulties in the identification / assessment of alternatives

There were no difficulties encountered in the identification of or assessment of alternatives for these policies.

Summary of assessment findings

As described above, the likely sustainability effects of the centres, shopping and the evening economy policies were not reported in the Interim SA Report (2019). The sustainability effects of these policies are provided below. A summary of the effects for this group of policies is set out below the matrices detailing the effects for each individual policy.

Policy SSE1 Supporting Bristol’s centres – network and hierarchy

SEA Theme	SA Framework Objective	D-M Criteria	Policy SSE1							
			Significance of Effect (0/+/-/?)			Direct (D) or Indirect (I)	Temporary (T) or Permanent (P)	Spatial Scale of Effect	Receptors (R) and/or affected groups (AGs)	Suggested Appropriate Mitigation (AM) / Policy Cross-reference (CR) / opportunity to maximise benefit (MB)
			Short	Medi	Long					
Population, Housing and Communities	1.To ensure an adequate and diverse supply of housing that is affordable to everyone	DMC1 DMC2 DMC3 DMC4	+	+	+	D	P	Local and City-wide.	R: Local housing market, Bristol’s population, Bristol’s local economy; AG: Bristol’s population, Local businesses.	n/a
	2. Promote the conservation and wise use of land, maximising the reuse of previously developed land	DMC5 DMC6 DMC7	+	+	+	D	P	Local and City-wide.	As above.	n/a
	3. Ensure easy and affordable access to key services	DMC8	++	++	++	D	P	Local and City-wide.	As above.	n/a
	4. Increase participation in cultural and community activities	DMC9	+	+	+	I	P	Local and City-wide.	R: Cultural heritage, public health; AG: Bristol’s population.	n/a
Health and Inequalities	5. To reduce poverty and income inequality and improve the quality of life for those in areas of concentrated disadvantage	DMC10 DMC11	+	+	+	I	P	Local and City-wide.	R: Built environment. AG: Bristol’s population.	n/a
	6. To reduce health inequalities and promote healthy lifestyles across the city	DMC12 DMC13 DMC14	+	+	+	I	P	Local and City-wide	R: Public health. AG: Bristol’s population.	n/a
	7. Ensure access to education and learning for all sections of society	DMC15 DMC16	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Economy and Employment	8. To support the economy and ensure that there are suitable opportunities for employment	DMC17 DMC18 DMC19 DMC20 DMC21	+	+	+	D	P	Local and City-wide.	R: Bristol’s local economy, AG: Local businesses, Bristol’s population.	n/a
	9. Ensure access to a range of shopping facilities for all sections of society	DMC22 DMC23	++	++	++	D	P	Local and City-wide.	R: Bristol’s local economy, AG: Local businesses, Bristol’s population.	n/a
Townscape and Landscape	10. To ensure the conservation and enhancement of local character including important landscape features and the historic environment and its setting	DMC24	?	?	?	I	P	Local and City Wide	R: Cultural heritage; built environment; AG: Bristol’s population.	n/a
	11. To ensure the conservation and enhancement of biological and geological assets and improve the quality of wildlife habitats	DMC25 DMC26	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
	12. To ensure the protection and enhancement of green and blue infrastructure	DMC27	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Transport	13. To encourage a demonstrable modal shift and reduce the need to travel	DMC28 DMC29	+/?	+/?	+/?	I	P	Local and City-wide.	R: Public health; AG: Bristol’s population.	n/a
	14. To maintain and improve the existing highway network	DMC30 DMC31	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Climate, Energy and Waste	15. To reduce the risk of flooding from all sources	DMC32 DMC33	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
	16. Sustainably manage natural resources, including water demand and quality and reducing waste being landfilled	DMC34 DMC35 DMC36 DMC37	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
	17. Minimise air and noise pollution	DMC38	+/?	+/?	+/?	I	P	Local; City-wide; Trans-boundary.	R: Natural environment (water and land); AG: Bristol’s population; local wildlife.	n/a
	18. To maximise the potential for energy efficiency, reduce greenhouse gas emissions and ensure that the built and natural environment and its communities can withstand the effects of climate change	DMC39 DMC40 DMC41 DMC42	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a

Policy SSE2 Development in Bristol's centres

SEA Theme	SA Framework Objective	D-M Criteria	Policy SSE2							
			Significance of Effect (0/+/- / ?)			Direct (D) or Indirect (I)	Temporary (T) or Permanent (P)	Spatial Scale of Effect	Receptors (R) and/or affected groups (AGs)	Suggested Appropriate Mitigation (AM) / Policy Cross-reference (CR) / opportunity to maximise benefit (MB)
			Short	Medi	Long					
Population, Housing and Communities	1.To ensure an adequate and diverse supply of housing that is affordable to everyone	DMC1 DMC2 DMC3 DMC4	+/?	+/?	+/?	D	P	Local and City-wide.	R: Local housing market, Bristol’s population, Bristol’s local economy; AG: Bristol’s population, Local businesses.	n/a
	2. Promote the conservation and wise use of land, maximising the reuse of previously developed land	DMC5 DMC6 DMC7	+	+	+	D	P	Local and City-wide.	As above.	n/a
	3. Ensure easy and affordable access to key services	DMC8	++	++	++	D	P	Local and City-wide.	As above.	n/a
	4. Increase participation in cultural and community activities	DMC9	+	+	+	I	P	Local and City-wide.	R: Cultural heritage, public health; AG: Bristol’s population.	n/a
Health and Inequalities	5. To reduce poverty and income inequality and improve the quality of life for those in areas of concentrated disadvantage	DMC10 DMC11	+	+	+	I	P	Local and City-wide.	R: Built environment. AG: Bristol’s population.	n/a
	6. To reduce health inequalities and promote healthy lifestyles across the city	DMC12 DMC13 DMC14	+	+	+	I	P	Local and City-wide	R: Public health. AG: Bristol’s population.	n/a
	7. Ensure access to education and learning for all sections of society	DMC15 DMC16	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Economy and Employment	8. To support the economy and ensure that there are suitable opportunities for employment	DMC17 DMC18 DMC19 DMC20 DMC21	+	+	+	D	P	Local and City-wide.	R: Bristol’s local economy, AG: Local businesses, Bristol’s population.	n/a
	9. Ensure access to a range of shopping facilities for all sections of society	DMC22 DMC23	++	++	++	D	P	Local and City-wide.	R: Bristol’s local economy, AG: Local businesses, Bristol’s population.	n/a
Townscape and Landscape	10. To ensure the conservation and enhancement of local character including important landscape features and the historic environment and its setting	DMC24	?	?	?	I	P	Local and City Wide	R: Cultural heritage; built environment; AG: Bristol’s population.	n/a
	11. To ensure the conservation and enhancement of biological and geological assets and improve the quality of wildlife habitats	DMC25 DMC26	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
	12. To ensure the protection and enhancement of green and blue infrastructure	DMC27	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Transport	13. To encourage a demonstrable modal shift and reduce the need to travel	DMC28 DMC29	+/?	+/?	+/?	I	P	Local and City-wide.	R: Public health; AG: Bristol’s population.	n/a
	14. To maintain and improve the existing highway network	DMC30 DMC31	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Climate, Energy and Waste	15. To reduce the risk of flooding from all sources	DMC32 DMC33	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
	16. Sustainably manage natural resources, including water demand and quality and reducing waste being landfilled	DMC34 DMC35 DMC36 DMC37	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
	17. Minimise air and noise pollution	DMC38	+	+	+	I	P	Local; City-wide; Trans-boundary.	R: Natural environment (water and land); AG: Bristol’s population; local wildlife.	n/a
	18. To maximise the potential for energy efficiency, reduce greenhouse gas emissions and ensure that the built and natural environment and its communities can withstand the effects of climate change	DMC39 DMC40 DMC41 DMC42	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a

Policy SSE3 Supporting Bristol's evening and night-time economy

SEA Theme	SA Framework Objective	D-M Criteria	Policy SSE3							
			Significance of Effect (0/+/- / ?)			Direct (D) or Indirect (I)	Temporary (T) or Permanent (P)	Spatial Scale of Effect	Receptors (R) and/or affected groups (AGs)	Suggested Appropriate Mitigation (AM) / Policy Cross-reference (CR) / opportunity to maximise benefit (MB)
			Short	Medi	Long					
Population, Housing and Communities	1.To ensure an adequate and diverse supply of housing that is affordable to everyone	DMC1 DMC2 DMC3 DMC4	?	?	?	I	P	Local and City- wide.	R: Local housing market, Bristol’s population, Bristol’s local economy; AG: Bristol’s population, Local businesses.	n/a
	2. Promote the conservation and wise use of land, maximising the reuse of previously developed land	DMC5 DMC6 DMC7	+	+	+	D	P	Local and City- wide.	As above.	MB; Encourage evening, night-time and cultural economy uses to be space efficient and multi- functional.
	3. Ensure easy and affordable access to key services	DMC8	+	+	+	D	P	Local and City- wide.	As above.	n/a
	4. Increase participation in cultural and community activities	DMC9	+	+	+	I	P	Local and City- wide.	R: Cultural heritage, public health; AG: Bristol’s population.	n/a
Health and Inequalities	5. To reduce poverty and income inequality and improve the quality of life for those in areas of concentrated disadvantage	DMC10 DMC11	+	+	+	I	P	Local and City- wide.	R: Built environment. AG: Bristol’s population.	n/a
	6. To reduce health inequalities and promote healthy lifestyles across the city	DMC12 DMC13 DMC14	+	+	+	I	P	Local and City- wide	R: Public health. AG: Bristol’s population.	MB: Reference health benefits of the provision of local services for encouraging walking and cycling.
	7. Ensure access to education and learning for all sections of society	DMC15 DMC16	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Economy and Employment	8. To support the economy and ensure that there are suitable opportunities for employment	DMC17 DMC18 DMC19 DMC20 DMC21	+	+	+	D	P	Local and City- wide.	R: Bristol’s local economy, AG: Local businesses, Bristol’s population.	n/a
	9. Ensure access to a range of shopping facilities for all sections of society	DMC22 DMC23	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Townscape and Landscape	10. To ensure the conservation and enhancement of local character including important landscape features and the historic environment and its setting	DMC24	?	?	?	I	P	Local and City Wide	R: Cultural heritage; built environment; AG: Bristol’s population.	
	11. To ensure the conservation and enhancement of biological and geological assets and improve the quality of wildlife habitats	DMC25 DMC26	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
	12. To ensure the protection and enhancement of green and blue infrastructure	DMC27	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Transport	13. To encourage a demonstrable modal shift and reduce the need to travel	DMC28 DMC29	+/?	+/?	+/?	I	P	Local and City- wide.	R: Public health; AG: Bristol’s population.	n/a
	14. To maintain and improve the existing highway network	DMC30 DMC31	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Climate, Energy and Waste	15. To reduce the risk of flooding from all sources	DMC32 DMC33	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
	16. Sustainably manage natural resources, including water demand and quality and reducing waste being landfilled	DMC34 DMC35 DMC36 DMC37	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
	17. Minimise air and noise pollution	DMC38	+	+	+	I	P	Local; City-wide; Trans-boundary.	R: Natural environment (water and land); AG: Bristol’s population; local wildlife.	
	18. To maximise the potential for energy efficiency, reduce greenhouse gas emissions and ensure that the built and natural environment and its communities can withstand the effects of climate change	DMC39 DMC40 DMC41 DMC42	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a

Policy SSE4 Town centre first approach to development

SEA Theme	SA Framework Objective	D-M Criteria	Policy SSE4							
			Significance of Effect (0/+/-/?)			Direct (D) or Indirect (I)	Temporary (T) or Permanent (P)	Spatial Scale of Effect	Receptors (R) and/or affected groups (AGs)	Suggested Appropriate Mitigation (AM) / Policy Cross-reference (CR) / opportunity to maximise benefit (MB)
			Short	Medi	Long					
Population, Housing and Communities	1. To ensure an adequate and diverse supply of housing that is affordable to everyone	DMC1 DMC2 DMC3 DMC4	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
	2. Promote the conservation and wise use of land, maximising the reuse of previously developed land	DMC5 DMC6 DMC7	+	+	+	I	P	Local and City-wide.	R: Local housing market, Bristol's population, Bristol's local economy; AG: Bristol's population, Local businesses.	n/a
	3. Ensure easy and affordable access to key services	DMC8	++	++	++	D	P	Local and City-wide.	As above.	n/a
	4. Increase participation in cultural and community activities	DMC9	+	+	+	I	P	Local and City-wide.	R: Cultural heritage, public health; AG: Bristol's population.	n/a
Health and Inequalities	5. To reduce poverty and income inequality and improve the quality of life for those in areas of concentrated disadvantage	DMC10 DMC11	+	+	+	I	P	Local and City-wide.	R: Built environment. AG: Bristol's population.	n/a
	6. To reduce health inequalities and promote healthy lifestyles across the city	DMC12 DMC13 DMC14	+	+	+	I	P	Local and City-wide	R: Public health. AG: Bristol's population.	n/a
	7. Ensure access to education and learning for all sections of society	DMC15 DMC16	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Economy and Employment	8. To support the economy and ensure that there are suitable opportunities for employment	DMC17 DMC18 DMC19 DMC20 DMC21	+	+	+	D	P	Local and City-wide.	R: Bristol's local economy, AG: Local businesses, Bristol's population.	n/a
	9. Ensure access to a range of shopping facilities for all sections of society	DMC22 DMC23	++	++	++	D	P	Local and City-wide.	R: Bristol's local economy, AG: Local businesses, Bristol's population.	n/a
Townscape and Landscape	10. To ensure the conservation and enhancement of local character including important landscape features and the historic environment and its setting	DMC24	?	?	?	I	P	Local and City Wide	R: Cultural heritage; built environment; AG: Bristol's population.	n/a
	11. To ensure the conservation and enhancement of biological and geological assets and improve the quality of wildlife habitats	DMC25 DMC26	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
	12. To ensure the protection and enhancement of green and blue infrastructure	DMC27	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Transport	13. To encourage a demonstrable modal shift and reduce the need to travel	DMC28 DMC29	+/?	+/?	+/?	I	P	Local and City-wide.	R: Public health; AG: Bristol's population.	n/a
	14. To maintain and improve the existing highway network	DMC30 DMC31	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Climate, Energy and Waste	15. To reduce the risk of flooding from all sources	DMC32 DMC33	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
	16. Sustainably manage natural resources, including water demand and quality and reducing waste being landfilled	DMC34 DMC35 DMC36 DMC37	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
	17. Minimise air and noise pollution	DMC38	+	+	+	I	P	Local; City-wide; Trans-boundary.	R: Natural environment (water and land); AG: Bristol's population; local wildlife.	MB: Reference air quality improvements through reducing the need to travel by car.
	18. To maximise the potential for energy efficiency, reduce greenhouse gas emissions and ensure that the built and natural environment and its communities can withstand the effects of climate change	DMC39 DMC40 DMC41 DMC42	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a

Policy SSE5 Temporary uses in centres

SEA Theme	SA Framework Objective	D-M Criteria	Policy SSE5							
			Significance of Effect (0/+/-/?)			Direct (D) or Indirect (I)	Temporary (T) or Permanent (P)	Spatial Scale of Effect	Receptors (R) and/or affected groups (AGs)	Suggested Appropriate Mitigation (AM) / Policy Cross-reference (CR) / opportunity to maximise benefit (MB)
			Short	Medi	Long					
Population, Housing and Communities	1.To ensure an adequate and diverse supply of housing that is affordable to everyone	DMC1 DMC2 DMC3 DMC4	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
	2. Promote the conservation and wise use of land, maximising the reuse of previously developed land	DMC5 DMC6 DMC7	++	++	++	D	T	Local and City-wide.	As above.	MB: Reference the potential for high-density use of floorspace for town centre uses.
	3. Ensure easy and affordable access to key services	DMC8	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
	4. Increase participation in cultural and community activities	DMC9	+	+	+	D	T	Local and City-wide.	R: Cultural heritage, public health; AG: Bristol's population.	n/a
Health and Inequalities	5. To reduce poverty and income inequality and improve the quality of life for those in areas of concentrated disadvantage	DMC10 DMC11	+/?	+/?	+/?	I	T	Local and City-wide.	R: Built environment. AG: Bristol's population.	MB: Reference time frames for temporary uses, so that vacant buildings or sites in deprived areas retain temporary uses in the longer-term if necessary.
	6. To reduce health inequalities and promote healthy lifestyles across the city	DMC12 DMC13 DMC14	+	+	+	I	T	Local and City-wide	R: Public health. AG: Bristol's population.	MB: Reference health benefits of the provision of local services for encouraging walking and cycling.
	7. Ensure access to education and learning for all sections of society	DMC15 DMC16	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Economy and Employment	8. To support the economy and ensure that there are suitable opportunities for employment	DMC17 DMC18 DMC19 DMC20 DMC21	+/?	+/?	+/?	D	T	Local and City-wide.	R: Bristol's local economy, AG: Local businesses, Bristol's population.	n/a
	9. Ensure access to a range of shopping facilities for all sections of society	DMC22 DMC23	++	++	++	D	T	Local and City-wide.	R: Bristol's local economy, AG: Local businesses, Bristol's population.	n/a
Townscape and Landscape	10. To ensure the conservation and enhancement of local character including important landscape features and the historic environment and its setting	DMC24	+	+	+	D	T	Local and City-wide.	R: Built environment, AG: Local businesses, Bristol's population.	n/a
	11. To ensure the conservation and enhancement of biological and geological assets and improve the quality of wildlife habitats	DMC25 DMC26	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
	12. To ensure the protection and enhancement of green and blue infrastructure	DMC27	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Transport	13. To encourage a demonstrable modal shift and reduce the need to travel	DMC28 DMC29	+/?	+/?	+/?	I	T	Local and City-wide.	R: Public health; AG: Bristol's population.	n/a
	14. To maintain and improve the existing highway network	DMC30 DMC31	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Climate, Energy and Waste	15. To reduce the risk of flooding from all sources	DMC32 DMC33	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
	16. Sustainably manage natural resources, including water demand and quality and reducing waste being landfilled	DMC34 DMC35 DMC36 DMC37	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
	17. Minimise air and noise pollution	DMC38	+	+	+	I	T	Local; City-wide; Trans-boundary.	R: Natural environment (water and land); AG: Bristol's population; local wildlife.	MB: Reference air quality improvements through reducing the need to travel by car.
	18. To maximise the potential for energy efficiency, reduce greenhouse gas emissions and ensure that the built and natural environment and its communities can withstand the effects of climate change	DMC39 DMC40 DMC41 DMC42	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a

Policy SSE6 Retaining and enhancing markets

SEA Theme	SA Framework Objective	D-M Criteria	Policy SSE6							
			Significance of Effect (0/+/- / ?)			Direct (D) or Indirect (I)	Temporary (T) or Permanent (P)	Spatial Scale of Effect	Receptors (R) and/or affected groups (AGs)	Suggested Appropriate Mitigation (AM) / Policy Cross-reference (CR) / opportunity to maximise benefit (MB)
			Short	Medi	Long					
Population, Housing and Communities	1.To ensure an adequate and diverse supply of housing that is affordable to everyone	DMC1 DMC2 DMC3 DMC4	n/a	n/a	n/a	n/a	n/a	n/a	n/a	
	2. Promote the conservation and wise use of land, maximising the reuse of previously developed land	DMC5 DMC6 DMC7	n/a	n/a	n/a	n/a	n/a	n/a	n/a	
	3. Ensure easy and affordable access to key services	DMC8	n/a	n/a	n/a	n/a	n/a	n/a	n/a	
	4. Increase participation in cultural and community activities	DMC9	+	+	+	D	P	Local and City-wide.	R: Cultural heritage, public health; AG: Bristol's population.	
Health and Inequalities	5. To reduce poverty and income inequality and improve the quality of life for those in areas of concentrated disadvantage	DMC10 DMC11	+	+	+	D	P	Local and City-wide.	R: Built environment. AG: Bristol's population.	
	6. To reduce health inequalities and promote healthy lifestyles across the city	DMC12 DMC13 DMC14	+	+	+	I	P	Local and City-wide	R: Public health. AG: Bristol's population.	
	7. Ensure access to education and learning for all sections of society	DMC15 DMC16	n/a	n/a	n/a	n/a	n/a	n/a	n/a	
Economy and Employment	8. To support the economy and ensure that there are suitable opportunities for employment	DMC17 DMC18 DMC19 DMC20 DMC21	+	+	+	I	P	Local and City-wide.	R: Bristol's local economy, AG: Local businesses, Bristol's population.	
	9. Ensure access to a range of shopping facilities for all sections of society	DMC22 DMC23	++	++	++	D	P	Local and City-wide.	R: Bristol's local economy. AG: Local businesses, Bristol's population.	
Townscape and Landscape	10. To ensure the conservation and enhancement of local character including important landscape features and the historic environment and its setting	DMC24	n/a	n/a	n/a	n/a	n/a	n/a	n/a	
	11. To ensure the conservation and enhancement of biological and geological assets and improve the quality of wildlife habitats	DMC25 DMC26	n/a	n/a	n/a	n/a	n/a	n/a	n/a	
	12. To ensure the protection and enhancement of green and blue infrastructure	DMC27	n/a	n/a	n/a	n/a	n/a	n/a	n/a	
Transport	13. To encourage a demonstrable modal shift and reduce the need to travel	DMC28 DMC29	+/?	+/?	+/?	I	P	Local and City-wide.	R: Public health; AG: Bristol's population.	MB: Reference opportunities to maximise active travel accessibility for traders and users of markets (i.e. cycle racks and micro-mobility stations).
	14. To maintain and improve the existing highway network	DMC30 DMC31	n/a	n/a	n/a	n/a	n/a	n/a	n/a	
Climate, Energy and Waste	15. To reduce the risk of flooding from all sources	DMC32 DMC33	n/a	n/a	n/a	n/a	n/a	n/a	n/a	
	16. Sustainably manage natural resources, including water demand and quality and reducing waste being landfilled	DMC34 DMC35 DMC36 DMC37	n/a	n/a	n/a	n/a	n/a	n/a	n/a	
	17. Minimise air and noise pollution	DMC38	+	+	+	I	P	Local; City-wide; Trans-boundary.	R: Natural environment (water and land). AG: Bristol's population; local wildlife.	
	18. To maximise the potential for energy efficiency, reduce greenhouse gas emissions and ensure that the built and natural environment and its communities can withstand the effects of climate change	DMC39 DMC40 DMC41 DMC42	n/a	n/a	n/a	n/a	n/a	n/a	n/a	

Policy SSE7 Provision of public toilets

SEA Theme	SA Framework Objective	D-M Criteria	Policy SSE7							
			Significance of Effect (0/+/-/?)			Direct (D) or Indirect (I)	Temporary (T) or Permanent (P)	Spatial Scale of Effect	Receptors (R) and/or affected groups (AGs)	Suggested Appropriate Mitigation (AM) / Policy Cross-reference (CR) / opportunity to maximise benefit (MB)
			Short	Medi	Long					
Population, Housing and Communities	1.To ensure an adequate and diverse supply of housing that is affordable to everyone	DMC1 DMC2 DMC3 DMC4	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
	2. Promote the conservation and wise use of land, maximising the reuse of previously developed land	DMC5 DMC6 DMC7	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
	3. Ensure easy and affordable access to key services	DMC8	+	+	+	D	P	Local and City-wide.	As above.	n/a
	4. Increase participation in cultural and community activities	DMC9	+	+	+	D	P	Local and City-wide.	R: Cultural heritage, public health; AG: Bristol's population.	n/a
Health and Inequalities	5. To reduce poverty and income inequality and improve the quality of life for those in areas of concentrated disadvantage	DMC10 DMC11	n/a	n/a	n/a	D	P	Local and City-wide.	R: Built environment. AG: Bristol's population.	n/a
	6. To reduce health inequalities and promote healthy lifestyles across the city	DMC12 DMC13 DMC14	+	+	+	I	P	Local and City-wide	R: Public health. AG: Bristol's population.	MB: Reference the management and maintenance of public toilets.
	7. Ensure access to education and learning for all sections of society	DMC15 DMC16	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Economy and Employment	8. To support the economy and ensure that there are suitable opportunities for employment	DMC17 DMC18 DMC19 DMC20 DMC21	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
	9. Ensure access to a range of shopping facilities for all sections of society	DMC22 DMC23	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Townscape and Landscape	10. To ensure the conservation and enhancement of local character including important landscape features and the historic environment and its setting	DMC24	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
	11. To ensure the conservation and enhancement of biological and geological assets and improve the quality of wildlife habitats	DMC25 DMC26	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
	12. To ensure the protection and enhancement of green and blue infrastructure	DMC27	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Transport	13. To encourage a demonstrable modal shift and reduce the need to travel	DMC28 DMC29	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
	14. To maintain and improve the existing highway network	DMC30 DMC31	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Climate, Energy and Waste	15. To reduce the risk of flooding from all sources	DMC32 DMC33	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
	16. Sustainably manage natural resources, including water demand and quality and reducing waste being landfilled	DMC34 DMC35 DMC36 DMC37	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
	17. Minimise air and noise pollution	DMC38	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
	18. To maximise the potential for energy efficiency, reduce greenhouse gas emissions and ensure that the built and natural environment and its communities can withstand the effects of climate change	DMC39 DMC40 DMC41 DMC42	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a

Evaluation of Effects	Shopping, services and the evening economy
	Scale of effects: The scale of effects would be predominantly localised and attributable to the individual site level within centre locations and adjacent receptors (including existing noise generating premises within the city). The reasonably even distribution of centres in Bristol means that many of the effects are expected to be experienced across the city. However, there is also potential for mixed city-wide and transboundary effects associated with air pollution and carbon emissions, where policies seek to support a 'town-centre first' approach to development of defined uses. Social, economic and environmental effects for grouped policies: • Policies SSE1 and SSE2 are likely to support the delivery of housing in centres in underused or vacant space away from commercial frontages. This is likely to provide housing in more sustainable locations and could also support the redevelopment of brownfield land, in locations with access to key services. Given that the amount of housing developed at these types of locations is likely to be relatively limited in comparison to the level of housing achieved at larger strategic site allocations, the positive effect expected on SA Objectives 1 and 2 is not likely to be significant. The effect of Policy SSE3 on SA Objective 1 is unknown as the agent of change principle could limit the viability / delivery of some residential development. • Policies SSE3 and SSE5 are both expected to support the revitalisation of centre locations and the reuse of existing buildings and sites. Therefore, a positive effect is expected on SA Objective 2. The effect is likely to be significant but temporary for Policy SSE5 given that it is expressly set out to allow for the temporary use of vacant buildings. A positive effect on SA Objective 2 is also expected from Policy SSE4 as the 'town centre first' approach to development is likely to ensure that the use of brownfield sites closer to existing centres are maximised. • A positive effect is expected on SA Objectives 3 and 4 through Policies SSE1, SSE2, SSE3 and SSE4 given that they would help to protect centre locations as areas where services, culture and tourism uses, and facilities will be accessible to a large number of residents. For Policies SSE1, SSE2 and SSE4 the positive effect recorded for SA Objective 3 is significant given the support within these policies for a wider range of services, culture and tourism uses, and facilities within the more accessible parts of Bristol. The agent of change principle (Policy SSE3) is likely to help protect existing and potentially noise generating night uses that benefit community integration, in the context of new proposals for residential development. Policies SSE5 and SSE6 would help encourage the provision of less conventional uses within centres and shopping areas that could support local communities, and therefore would have a positive effect on SA Objective 4. Policy SSE7 is expected to have a positive effect on SA Objective 4 by providing specific policy support for the delivery of toilet facilities at major developments. • As some of the centres included in the centre network and hierarchy are in deprived areas, and is reasonably easily distributed across the city, Policies SSE1 and SSE3 would support the potential for regeneration in areas of greatest need. A positive effect is expected on SA Objective 5 for both policies. Policy SSE1 includes a number of new centres in locations which contain higher levels of deprivation (e.g. Leinster Avenue, Filwood and Melvin Square, Knowle West) where the provision of new services and facilities are likely to help address deprivation and therefore the positive effect recorded is significant. Policies SSE2 and SSE4 are likely to have a similar positive effect given that they seek to protect the role of these centres with regards to meeting local needs and providing access to town centre uses. Policy SSE6 is also expected to have a positive effect on SA Objective 5 by encouraging markets in centre locations, including those with higher levels of deprivation, as referenced above. • There is a positive, but temporary effect expected for Policy SSE5 on SA Objective 5, as this policy could lead to regeneration within deprived areas by bringing vacant sites back into use for limited periods of time. • Policies SSE1, SSE2, SSE3, SSE4 and SSE6 are likely to result in a positive effect on SA Objective 8 by protecting existing and new centres and employment generating activities at locations where they will be accessible to a high number of residents. For Policies SSE1, SSE2, SSE4, SSE5 and SSE6 a positive effect is also expected in relation to SA Objective 9 given that they would support a range of uses including retail provision in more sustainable and accessible locations; this is considered to be significant for SSE1 on the basis that this formalises designations for a greater range of centres across the city. Policy SSE4 sets out the sequential approach required for main town centre uses which will further protect the viability of these locations. Policy SSE5 could encourage employment generating uses to locate at present vacant and underused sites, with a positive effect recorded in relation to SA Objective 8. However, as the uses will only be temporary, the employment opportunities and the positive are only likely to be experienced in the short term. • The town centre locations of Bristol contain numerous Listed Buildings and many fall within Conservation Areas. The policies appraised do not set out specific levels of development for any of the areas in questions, which might result in adverse effects in relation to the existing settings of designated and local heritage assets. Conversely, the town centre first approach to development advocated by Policy SSE4 and the approach to encouraging active ground floor uses and the reuse of upper floors for residential use (Policy SSE1 and SSE2) may encourage bringing listed buildings back into beneficial use, resulting in a positive impact. Overall impacts are recorded as unknown. Policy SSE5 requires enhancement of the character of the surrounding area where 'meanwhile uses' are provided, and therefore is expected to have a positive although uncertain, effect on SA Objective 10. • Policies SSE1, SSE2, SSE3, SSE4, SSE5 and SSE6 are also expected to have a positive effect on SA Objectives 6, 13 and 17 by supporting the provision of services and facilities which may be accessible to higher numbers of residents by sustainable and active modes of transport. This is likely to indirectly encourage greater use of active and public transport with associated benefits relating to public health, air quality and reduced need to travel by car. In all cases, effects against SA Objective 13 are unknown given that this is reliant on individual choices. Policy SSE3 would provide further health benefits by limiting the potential for residents being located where they might otherwise be adversely affected by noise pollution. By supporting the delivery of toilet facilities in Bristol, Policy SSE7 is also likely to result in health benefits, particularly for potentially vulnerable groups such as children, older people and people with disabilities. Given that this policy is only applicable to major developments, positive effects are not expected to be significant.

Policies BG1 – BG7: Assessment of the Effects of Biodiversity and Nature Recovery Policies

Policies BG1 – BG7: Biodiversity and Nature Recovery

This section sets out the appraisal of the policies in Bristol Local Plan Pre-Submission Publication Version (November 2023) that relate to biodiversity and nature recovery. The policies appraised in this section seek to ensure that the targets for sustainable housing and economic growth and better transport systems do not conflict with the objective of reversing wildlife decline and making space for nature. As part of the approach towards meeting the city's targets for nature, this group of policies also ensure that new development includes a gain in biodiversity. The Publication Version (November 2023) includes the following policies in relation to this topic area:

- BG1 Green infrastructure and biodiversity in new development
- BG2 Nature Conservation and Recovery
- BG3 Achieving Biodiversity Gains
- BG4 Trees
- BG5 Biodiversity and access to Bristol's waterways
- BG6 Development of Private Gardens
- BG7 The St. Paul's Green Link

Note that as Policies BG6 Development of private gardens and BG7 The St. Paul's Green Link are carried forward from the adopted Site Allocations and Development Management Policies (2014) (Policy DM21) and the Bristol Central Area Plan (2015) (BCAP24), respectively, an appraisal of these policies is not presented in this report. The sustainability effects for these policies have been presented in the SA Report for the adopted Local Plan and it is considered that no material changes have occurred to the policy approach and the associated sustainability effects.

Reasonable alternatives considered

The Interim SA Report (2019) did not consider alternatives for Policies BG1 to BG5 as these policies were not presented in the Draft Local Plan March 2019 Consultation version. These policies were initially presented in the Draft Local Plan November 2022 Further Consultation version.

As stated within the updated Scoping Report (2023), England has lost large areas of habitats, with wildlife and plants also at risk. The Bristol Corporate Strategy (2022 – 2027) includes a number of key environmental priorities. This includes ENV2 Ecological Recovery, which outlines the need to replace lost habitats and wildlife corridors while also providing economic and social growth. This aligns with Bristol's One City Ecological Emergency Strategy (2020), which recognises the challenge of reversing wildlife decline and making space for nature alongside meeting targets for the sustainable development of more homes, better transport systems and an economy that works for everyone.

At a national level, Chapter 2 of the NPPF (2021) sets out a presumption in favour of sustainable development for the planning system, which is based on overarching economic, social and environmental objectives. The environmental objective is set out to *'protect and enhance our natural, built and historic environment; including making effective use of land, [and] improving biodiversity'*.

Chapter 15 of the NPPF directly addresses the conservation and enhancement of the natural environment and requires that planning policies contribute to the environmental objective by *'minimising impacts on and providing net gains for biodiversity, including by establishing coherent ecological networks that are more resilient to current and future pressures'*.

A small number of changes to Policies BG1 to BG4 have been made since the Draft Local Plan November 2022 Further Consultation version. Where changes have been made these are presented below by policy.

Policy BG1: Green Infrastructure and biodiversity in new development

In addition to the local and national policy context described above for this group of policies, the NPPF Chapter 3 also sets out that policies of plans should address the conservation and enhancement of the natural environment, including green infrastructure. Furthermore, Chapter 15 of the Framework states that plans should *'take a strategic approach to maintaining and enhancing networks of habitats and green infrastructure'*. The PPG sets out the range of benefits green infrastructure can deliver including in relation to economic growth and regeneration, achieving well-designed places, promoting healthy and safe communities, mitigating climate change, flooding and coastal change and conserving and enhancing the natural environment²⁰. In January 2023, Natural England published its Green Infrastructure Framework to help planning authorities and developers meet the requirements relating to green infrastructure included in the NPPF. The policy reflects the Green Infrastructure Standards and Urban Greening Factor for England included in the Framework. Therefore, a 'policy-off' option for this policy is not considered further.

The supporting text of the policy has been revised since the Draft Local Plan November 2022 Further Consultation version, with reference now included to the West of England Joint Green Infrastructure Strategy as well as the to the requirement of the Environment Act 2021 for a Local Nature Recovery Strategy to be prepared for Bristol. The policy text has also been revised to refer to the maintenance, protection and enhancement of the Nature Recovery Network and wider network of green and blue infrastructure across the city. The revisions to the policy also requirement proposals for major development to be informed by the Natural England Green Infrastructure Standards.

Policy BG2: Nature Conservation and Recovery

In addition to the local and national policy context described above for this group of policies, the NPPF Chapter 15 is clear that plans should *'identify, map and safeguard components of local wildlife-rich habitats and wider ecological networks [and] promote the conservation, restoration and enhancement of priority habitats, ecological networks and the protection and recovery of priority species'*. The development of the Network Recovery Network to protect and restore wildlife is a commitment initially set out the 25 Year Environment Plan (2018), enacted by the Environment Act 2021 and followed through to the updated Environmental Improvement Plan (2023). Therefore, a 'policy-off' option for this policy is not considered further.

²⁰ MHCLG (2019). Planning Practice Guidance Paragraph: 006 Reference ID: 8-006-20190721

The policy text has been revised since the Draft Local Plan November 2022 Further Consultation version, with developments now required to take all available opportunities to connect to or enhance the integrity of the Nature Recovery Network and wider ecological networks and promote the restoration of priority habitats and the recovery of priority species. Furthermore, the policy also now states that the loss or deterioration of irreplaceable habitats (such as ancient woodland and ancient or veteran trees) will not be permitted.

Policy BG3: Achieving Biodiversity Gains

In addition to the local and national policy context described above for this group of policies, the NPPF Chapter 15 states that plans should '*pursue opportunities for securing measurable net gains for biodiversity*'. The Environment Act 2021 requires planning applications in England, except for small sites to deliver at least 10% biodiversity net gain from November 2023. This requirement will apply for small sites from April 2024. Therefore, a 'policy-off' option for this policy is not considered further.

The policy text has been revised since the Draft Local Plan November 2022 Further Consultation version, with the policy now clarifying that impacts on irreplaceable habitats cannot be mitigated by biodiversity net gain.

Policy BG4: Trees

In addition to the local and national policy context described above for this group of policies, the NPPF Chapter 12 recognises the role trees can play for the '*character and quality of urban environments*'. Furthermore, this chapter of the Framework is clear that planning policies should support the incorporation of trees in developments and the retention of existing trees where possible. Therefore, a 'policy-off' option for this policy is not considered further.

The policy text has been revised since the Draft Local Plan November 2022 Further Consultation version, with updates made to the tree compensation standard included so that trees over 7cm in diameter will be required to be replaced by 1 tree, whereby previously trees less than 15cm would be required to be replaced by 0-1 trees. The policy has also been updated so that where a development would not fully meet the tree compensation standard by biodiversity net gain requirements, the standard should still be met through an appropriate legal agreement.

Policy BG5: Biodiversity and access to Bristol's waterways

In addition to the local and national policy context described above for this group of policies, the NPPF Chapter 8 states that planning policies should plan positively for the provision and use of shared spaces, community facilities (such as open space which is defined as including areas of water). The policy context included in the NPPF in relation to the incorporation of green infrastructure highlighted above for Policy BG1 is also applicable for Policy BG5. Therefore, a 'policy-off' option for this policy is not considered further.

The policy text has been subject to a minor revision since the Draft Local Plan November 2022 Further Consultation version, with reference now included in the fourth criterion of the policy to maintaining and enhancing '*multifunctional green infrastructure along the water's edge, including*

provision for walking and cycling'. Previously this criterion referred to '*high-quality publicly-accessible green infrastructure for walking and cycling*'.

Assessment and evaluation of effects

Consideration of technical and other difficulties in the identification / assessment of alternatives

There were no difficulties encountered in the identification of or assessment of alternatives for these policies.

Summary of assessment findings

As described above, the likely sustainability effects of the biodiversity and nature recovery policies were not reported in the Interim SA Report (2019). The sustainability effects of these policies are provided below. A summary of the effects for this group of policies is set out below the matrices detailing the effects for each individual policy.

Policy BG1 Green Infrastructure and biodiversity in new development

SEA Theme	SA Framework Objective	D-M Criteria	Policy BG1									
			Significance of Effect (0/+/- / ?)			Direct (D) or Indirect (I)	Temporary (T) or Permanent (P)	Spatial Scale of Effect	Receptors (R) and/or affected groups (AGs)	Suggested Appropriate Mitigation (AM) / Policy Cross-reference (CR) / opportunity to maximise benefit (MB)		
			Short	Medi	Long							
Population, Housing and Communities	1.To ensure an adequate and diverse supply of housing that is affordable to everyone	DMC1 DMC2 DMC3 DMC4	-/?	-/?	-/?	D	P	Local and City-wide.	R: Local housing market, Bristol’s population, Bristol’s local economy; AG: Bristol’s population, Local businesses.	n/a – mitigation addressed by other Local Plan policies.		
	2. Promote the conservation and wise use of land, maximising the reuse of previously developed land	DMC5 DMC6 DMC7	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a		
	3. Ensure easy and affordable access to key services	DMC8	+/?	+/?	+/?	n/a	n/a	n/a	n/a	n/a		
	4. Increase participation in cultural and community activities	DMC9	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a		
Health and Inequalities	5. To reduce poverty and income inequality and improve the quality of life for those in areas of concentrated disadvantage	DMC10 DMC11	+/?	+/?	+/?	D	P	Local and City-wide.	R: Built environment. AG: Bristol’s population.	n/a		
	6. To reduce health inequalities and promote healthy lifestyles across the city	DMC12 DMC13 DMC14	+	+	+	D	P	Local; City-wide; Trans-boundary.	R: Public health; air quality. AG: Bristol’s population.	n/a		
	7. Ensure access to education and learning for all sections of society	DMC15 DMC16	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a		
Economy and Employment	8. To support the economy and ensure that there are suitable opportunities for employment	DMC17 DMC18 DMC19 DMC20 DMC21	-/?	-/?	-/?	D	P	Local and City-wide.	R: Bristol’s local economy. AG: Local businesses, Bristol’s population.	n/a – mitigation addressed by other Local Plan policies.		
	9. Ensure access to a range of shopping facilities for all sections of society	DMC22 DMC23	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a		
Townscape and Landscape	10. To ensure the conservation and enhancement of local character including important landscape features and the historic environment and its setting	DMC24	+/?	+/?	+/?	D	P	Local and City-wide.	R: Built environment, AG: Local businesses, Bristol’s population	n/a		
	11. To ensure the conservation and enhancement of biological and geological assets and improve the quality of wildlife habitats	DMC25 DMC26	++	++	++	D	P	Local and City-wide.	R: Natural environment; biodiversity. AG: Bristol’s population; local wildlife.	n/a		
	12. To ensure the protection and enhancement of green and blue infrastructure	DMC27	++	++	++	D	P	Local and City-wide.	R: Natural environment; biodiversity. AG: Bristol’s population; local wildlife.	n/a		
Transport	13. To encourage a demonstrable modal shift and reduce the need to travel	DMC28 DMC29	+/?	+/?	+/?	D	P	Local and City-wide.	R: Public health; localised air quality. AG: Bristol’s population.	n/a		
	14. To maintain and improve the existing highway network	DMC30 DMC31	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a		
Climate, Energy and Waste	15. To reduce the risk of flooding from all sources	DMC32 DMC33	+	+	+	D	P	Local; City-wide; Trans-boundary.	R: Natural environment; Public health; Built environment AG: Bristol’s population.	n/a		
	16. Sustainably manage natural resources, including water demand and quality and reducing waste being landfilled	DMC34 DMC35 DMC36 DMC37	+	+	+	D	P	Local; City-wide; Trans-boundary.	R: Natural environment (water and land); public health; built environment AG: Bristol’s population; local wildlife.	n/a		
	17. Minimise air and noise pollution	DMC38	+	+	+	D	P	Local; City-wide; Trans-boundary.	R: Natural environment (water and land); air quality. AG: Bristol’s population; local wildlife.	n/a		
	18. To maximise the potential for energy efficiency, reduce greenhouse gas emissions and ensure that the built and natural environment and its communities can withstand the effects of climate change	DMC39 DMC40 DMC41 DMC42	+	+	+	D	P	Local; City-wide; Trans-boundary.	R: Localised air quality; biodiversity; public health; built environment; AG: Bristol’s population; local wildlife.	n/a		

Policy BG2 Nature Conservation and Recovery

SEA Theme	SA Framework Objective	D-M Criteria	Policy BG2							
			Significance of Effect (0/+/-/?)			Direct (D) or Indirect (I)	Temporary (T) or Permanent (P)	Spatial Scale of Effect	Receptors (R) and/or affected groups (AGs)	Suggested Appropriate Mitigation (AM) / Policy Cross-reference (CR) / opportunity to maximise benefit (MB)
			Short	Medi	Long					
Population, Housing and Communities	1. To ensure an adequate and diverse supply of housing that is affordable to everyone	DMC1 DMC2 DMC3 DMC4	-/?	-/?	-/?	D	P	Local and City-wide.	R: Local housing market, Bristol's population, Bristol's local economy; AG: Bristol's population, Local businesses.	n/a
	2. Promote the conservation and wise use of land, maximising the reuse of previously developed land	DMC5 DMC6 DMC7	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
	3. Ensure easy and affordable access to key services	DMC8	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
	4. Increase participation in cultural and community activities	DMC9	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Health and Inequalities	5. To reduce poverty and income inequality and improve the quality of life for those in areas of concentrated disadvantage	DMC10 DMC11	+/?	+/?	+/?	D	P	Local and City-wide.	R: Built environment. AG: Bristol's population.	n/a
	6. To reduce health inequalities and promote healthy lifestyles across the city	DMC12 DMC13 DMC14	+	+	+	D	P	Local; City-wide; Trans-boundary.	R: Public health; air quality. AG: Bristol's population.	n/a
	7. Ensure access to education and learning for all sections of society	DMC15 DMC16	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Economy and Employment	8. To support the economy and ensure that there are suitable opportunities for employment	DMC17 DMC18 DMC19 DMC20 DMC21	-/?	-/?	-/?	D	P	Local and City-wide.	R: Bristol's local economy, AG: Local businesses, Bristol's population.	n/a
	9. Ensure access to a range of shopping facilities for all sections of society	DMC22 DMC23	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Townscape and Landscape	10. To ensure the conservation and enhancement of local character including important landscape features and the historic environment and its setting	DMC24	+/?	+/?	+/?	D	P	Local and City-wide.	R: Built environment; natural environment; historic environment. AG: Local businesses; Bristol's population; local wildlife.	MB: Reference potential benefits of retaining green spaces on the setting of heritage assets and the historic townscapes and landscapes in the city.
	11. To ensure the conservation and enhancement of biological and geological assets and improve the quality of wildlife habitats	DMC25 DMC26	++	++	++	D	P	Local and City-wide.	R: Natural environment; biodiversity. AG: Bristol's population; local wildlife.	n/a
	12. To ensure the protection and enhancement of green and blue infrastructure	DMC27	++	++	++	D	P	Local and City-wide.	R: Natural environment; biodiversity. AG: Bristol's population; local wildlife.	n/a
Transport	13. To encourage a demonstrable modal shift and reduce the need to travel	DMC28 DMC29	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
	14. To maintain and improve the existing highway network	DMC30 DMC31	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Climate, Energy and Waste	15. To reduce the risk of flooding from all sources	DMC32 DMC33	+	+	+	I	P	Local; City-wide; Trans-boundary.	R: Natural environment; Public health; Built environment AG: Bristol's population.	n/a
	16. Sustainably manage natural resources, including water demand and quality and reducing waste being landfilled	DMC34 DMC35 DMC36 DMC37	+	+	+	I	P	Local; City-wide; Trans-boundary.	R: Natural environment (water and land); public health; built environment AG: Bristol's population; local wildlife.	n/a
	17. Minimise air and noise pollution	DMC38	+	+	+	I	P	Local; City-wide; Trans-boundary.	R: Natural environment (water and land); air quality. AG: Bristol's population; local wildlife.	n/a
	18. To maximise the potential for energy efficiency, reduce greenhouse gas emissions and ensure that the built and natural environment and its communities can withstand the effects of climate change	DMC39 DMC40 DMC41 DMC42	+	+	+	I	P	Local; City-wide; Trans-boundary.	R: Localised air quality; biodiversity; public health; built environment; AG: Bristol's population; local wildlife.	n/a

Policy BG3 Achieving Biodiversity Gains

SEA Theme	SA Framework Objective	D-M Criteria	Policy BG3							
			Significance of Effect (0/+/-/?)			Direct (D) or Indirect (I)	Temporary (T) or Permanent (P)	Spatial Scale of Effect	Receptors (R) and/or affected groups (AGs)	Suggested Appropriate Mitigation (AM) / Policy Cross-reference (CR) / opportunity to maximise benefit (MB)
			Short	Medi	Long					
Population, Housing and Communities	1. To ensure an adequate and diverse supply of housing that is affordable to everyone	DMC1 DMC2 DMC3 DMC4	-/?	-/?	-/?	D	P	Local and City-wide.	R: Local housing market, Bristol's population, Bristol's local economy; AG: Bristol's population, Local businesses.	n/a
	2. Promote the conservation and wise use of land, maximising the reuse of previously developed land	DMC5 DMC6 DMC7	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
	3. Ensure easy and affordable access to key services	DMC8	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
	4. Increase participation in cultural and community activities	DMC9	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Health and Inequalities	5. To reduce poverty and income inequality and improve the quality of life for those in areas of concentrated disadvantage	DMC10 DMC11	+/?	+/?	+/?	D	P	Local and City-wide.	R: Built environment. AG: Bristol's population.	n/a
	6. To reduce health inequalities and promote healthy lifestyles across the city	DMC12 DMC13 DMC14	+	+	+	D	P	Local; City-wide; Trans-boundary.	R: Public health; air quality. AG: Bristol's population.	n/a
	7. Ensure access to education and learning for all sections of society	DMC15 DMC16	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Economy and Employment	8. To support the economy and ensure that there are suitable opportunities for employment	DMC17 DMC18 DMC19 DMC20 DMC21	-/?	-/?	-/?	D	P	Local and City-wide.	R: Bristol's local economy, AG: Local businesses, Bristol's population.	n/a
	9. Ensure access to a range of shopping facilities for all sections of society	DMC22 DMC23	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Townscape and Landscape	10. To ensure the conservation and enhancement of local character including important landscape features and the historic environment and its setting	DMC24	+/?	+/?	+/?	D	P	Local and City-wide.	R: Built environment; natural environment; historic environment. AG: Local businesses; Bristol's population; local wildlife.	n/a
	11. To ensure the conservation and enhancement of biological and geological assets and improve the quality of wildlife habitats	DMC25 DMC26	++	++	++	D	P	Local and City-wide.	R: Natural environment; biodiversity. AG: Bristol's population; local wildlife.	n/a
	12. To ensure the protection and enhancement of green and blue infrastructure	DMC27	+/?	+/?	+/?	D	P	Local and City-wide.	R: Natural environment; biodiversity. AG: Bristol's population; local wildlife.	MB: Link biodiversity net gain provisions to multifunctional green infrastructure so that the multiple benefits can be gained from these measures.
Transport	13. To encourage a demonstrable modal shift and reduce the need to travel	DMC28 DMC29	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
	14. To maintain and improve the existing highway network	DMC30 DMC31	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Climate, Energy and Waste	15. To reduce the risk of flooding from all sources	DMC32 DMC33	+	+	+	D	P	Local; City-wide; Trans-boundary.	R: Natural environment; Public health; Built environment AG: Bristol's population.	n/a
	16. Sustainably manage natural resources, including water demand and quality and reducing waste being landfilled	DMC34 DMC35 DMC36 DMC37	+	+	+	D	P	Local; City-wide; Trans-boundary.	R: Natural environment (water and land); public health; built environment AG: Bristol's population; local wildlife.	n/a
	17. Minimise air and noise pollution	DMC38	+	+	+	D	P	Local; City-wide; Trans-boundary.	R: Natural environment (water and land); air quality. AG: Bristol's population; local wildlife.	n/a
	18. To maximise the potential for energy efficiency, reduce greenhouse gas emissions and ensure that the built and natural environment and its communities can withstand the effects of climate change	DMC39 DMC40 DMC41 DMC42	+	+	+	D	P	Local; City-wide; Trans-boundary.	R: Localised air quality; biodiversity; public health; built environment; AG: Bristol's population; local wildlife.	n/a

Policy BG4 Trees

SEA Theme	SA Framework Objective	D-M Criteria	Policy BG4							Suggested Appropriate Mitigation (AM) / Policy Cross-reference (CR) / opportunity to maximise benefit (MB)
			Significance of Effect (0/+/-/?)			Direct (D) or Indirect (I)	Temporary (T) or Permanent (P)	Spatial Scale of Effect	Receptors (R) and/or affected groups (AGs)	
			Short	Medi	Long					
Population, Housing and Communities	1.To ensure an adequate and diverse supply of housing that is affordable to everyone	DMC1 DMC2 DMC3 DMC4	-/?	-/?	-/?	D	P	Local and City-wide.	R: Local housing market, Bristol’s population, Bristol’s local economy; AG: Bristol’s population, Local businesses.	n/a – mitigation addressed by other Local Plan policies.
	2. Promote the conservation and wise use of land, maximising the reuse of previously developed land	DMC5 DMC6 DMC7	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
	3. Ensure easy and affordable access to key services	DMC8	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
	4. Increase participation in cultural and community activities	DMC9	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Health and Inequalities	5. To reduce poverty and income inequality and improve the quality of life for those in areas of concentrated disadvantage	DMC10 DMC11	+/?	+/?	+/?	D	P	Local and City-wide.	R: Built environment. AG: Bristol’s population.	n/a
	6. To reduce health inequalities and promote healthy lifestyles across the city	DMC12 DMC13 DMC14	+	+	+	D	P	Local; City-wide; Trans-boundary.	R: Public health; air quality. AG: Bristol’s population.	n/a
	7. Ensure access to education and learning for all sections of society	DMC15 DMC16	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Economy and Employment	8. To support the economy and ensure that there are suitable opportunities for employment	DMC17 DMC18 DMC19 DMC20 DMC21	-/?	-/?	-/?	D	P	Local and City-wide.	R: Bristol’s local economy, AG: Local businesses, Bristol’s population.	n/a – mitigation addressed by other Local Plan policies.
	9. Ensure access to a range of shopping facilities for all sections of society	DMC22 DMC23	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Townscape and Landscape	10. To ensure the conservation and enhancement of local character including important landscape features and the historic environment and its setting	DMC24	+/?	+/?	+/?	D	P	Local and City-wide.	R: Built environment; natural environment; historic environment. AG: Local businesses; Bristol’s population; local wildlife.	MB: Reference potential benefits of protecting trees on the setting of heritage assets and the historic townscapes and landscapes in the city.
	11. To ensure the conservation and enhancement of biological and geological assets and improve the quality of wildlife habitats	DMC25 DMC26	++	++	++	D	P	Local and City-wide.	R: Natural environment; biodiversity. AG: Bristol’s population; local wildlife.	n/a
	12. To ensure the protection and enhancement of green and blue infrastructure	DMC27	+/?	+/?	+/?	D	P	Local and City-wide.	R: Natural environment; biodiversity. AG: Bristol’s population; local wildlife.	MB: Link tree provision and retention to multifunctional green infrastructure so that the multiple benefits can be gained from these measures.
Transport	13. To encourage a demonstrable modal shift and reduce the need to travel	DMC28 DMC29	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
	14. To maintain and improve the existing highway network	DMC30 DMC31	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Climate, Energy and Waste	15. To reduce the risk of flooding from all sources	DMC32 DMC33	++	++	++	D	P	Local; City-wide; Trans-boundary.	R: Natural environment; Public health; Built environment AG: Bristol’s population.	n/a
	16. Sustainably manage natural resources, including water demand and quality and reducing waste being landfilled	DMC34 DMC35 DMC36 DMC37	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
	17. Minimise air and noise pollution	DMC38	++	++	++	D	P	Local; City-wide; Trans-boundary.	R: Natural environment (water and land); air quality. AG: Bristol’s population; local wildlife.	n/a
	18. To maximise the potential for energy efficiency, reduce greenhouse gas emissions and ensure that the built and natural environment and its communities can withstand the effects of climate change	DMC39 DMC40 DMC41 DMC42	++	++	++	D	P	Local; City-wide; Trans-boundary.	R: Localised air quality; biodiversity; public health; built environment; AG: Bristol’s population; local wildlife.	n/a

Policy BG5 Biodiversity and access to Bristol's waterways

SEA Theme	SA Framework Objective	D-M Criteria	Policy BG5							
			Significance of Effect (0/+/- / ?)			Direct (D) or Indirect (I)	Temporary (T) or Permanent (P)	Spatial Scale of Effect	Receptors (R) and/or affected groups (AGs)	Suggested Appropriate Mitigation (AM) / Policy Cross-reference (CR) / opportunity to maximise benefit (MB)
			Short	Medi	Long					
Population, Housing and Communities	1.To ensure an adequate and diverse supply of housing that is affordable to everyone	DMC1 DMC2 DMC3 DMC4	-/?	-/?	-/?	D	P	Local and City-wide.	R: Local housing market, Bristol's population, Bristol's local economy; AG: Bristol's population, Local businesses.	n/a – mitigation addressed by other Local Plan policies.
	2. Promote the conservation and wise use of land, maximising the reuse of previously developed land	DMC5 DMC6 DMC7	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
	3. Ensure easy and affordable access to key services	DMC8	+/?	+/?	+/?	D	P	Local and City-wide.	As above.	n/a
	4. Increase participation in cultural and community activities	DMC9	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Health and Inequalities	5. To reduce poverty and income inequality and improve the quality of life for those in areas of concentrated disadvantage	DMC10 DMC11	+/?	+/?	+/?	D	P	Local and City-wide.	R: Built environment. AG: Bristol's population.	n/a
	6. To reduce health inequalities and promote healthy lifestyles across the city	DMC12 DMC13 DMC14	+	+	+	D	P	Local; City-wide; Trans-boundary.	R: Public health; air quality; water quality. AG: Bristol's population.	MB: Reference benefits of protecting and enhancing the waterways on human health and wellbeing.
	7. Ensure access to education and learning for all sections of society	DMC15 DMC16	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Economy and Employment	8. To support the economy and ensure that there are suitable opportunities for employment	DMC17 DMC18 DMC19 DMC20 DMC21	-/?	-/?	-/?	D	P	Local and City-wide.	R: Bristol's local economy, AG: Local businesses, Bristol's population.	n/a – mitigation addressed by other Local Plan policies.
	9. Ensure access to a range of shopping facilities for all sections of society	DMC22 DMC23	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Townscape and Landscape	10. To ensure the conservation and enhancement of local character including important landscape features and the historic environment and its setting	DMC24	+/?	+/?	+/?	D	P	Local and City-wide.	R: Built environment; natural environment; historic environment. AG: Local businesses; Bristol's population; local wildlife.	MB: Reference potential benefits of protecting and enhancing the waterways on the setting of heritage assets and the historic townscapes and landscapes in the city.
	11. To ensure the conservation and enhancement of biological and geological assets and improve the quality of wildlife habitats	DMC25 DMC26	++/?	++/?	++/?	D	P	Local and City-wide.	R: Natural environment; biodiversity. AG: Bristol's population; local wildlife.	n/a
	12. To ensure the protection and enhancement of green and blue infrastructure	DMC27	++	++	++	D	P	Local and City-wide.	R: Natural environment; biodiversity. AG: Bristol's population; local wildlife.	n/a
Transport	13. To encourage a demonstrable modal shift and reduce the need to travel	DMC28 DMC29	+/?	+/?	+/?	n/a	n/a	n/a	n/a	n/a
	14. To maintain and improve the existing highway network	DMC30 DMC31	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Climate, Energy and Waste	15. To reduce the risk of flooding from all sources	DMC32 DMC33	++	++	++	D	P	Local; City-wide; Trans-boundary.	R: Natural environment; Public health; Built environment AG: Bristol's population.	n/a
	16. Sustainably manage natural resources, including water demand and quality and reducing waste being landfilled	DMC34 DMC35 DMC36 DMC37	++	++	++	D	P	Local; City-wide; Trans-boundary.	R: Natural environment (water and land); public health; built environment AG: Bristol's population; local wildlife.	n/a
	17. Minimise air and noise pollution	DMC38	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
	18. To maximise the potential for energy efficiency, reduce greenhouse gas emissions and ensure that the built and natural environment and its communities can withstand the effects of climate change	DMC39 DMC40 DMC41 DMC42	++	++	++	D	P	Local; City-wide; Trans-boundary.	R: Localised air quality; biodiversity; public health; built environment; AG: Bristol's population; local wildlife.	AM: Provide further guidance on the priorities between achieving flood defence infrastructure and conserving and enhancing biodiversity, where there are opportunities for conflict.

Evaluation of Effects	Biodiversity and nature recovery Scale of effects: The scale of effects would be predominantly localised and attributable to the individual site level. However, there is also potential for city-wide and transboundary effects associated with habitat connectivity, air pollution, carbon emissions and adaptation to climate change. This group of policies could have a negative impact on the provision of housing and employment delivery due to the associated costs but is also likely to contribute positively to the quality of the built and natural environment. Social, economic and environmental effects for grouped policies: • Policies BG1 to BG5 are likely to have an unknown, negative effects on SA Objectives 1 and 8. The policies could increase the cost of delivering housing and employment developments in the plan area by requiring the incorporation of measures that will support biodiversity, such as green infrastructure, the achievement of biodiversity net gain and the requirements of the tree compensation standard. These policies could in some instances impact viability of schemes, lower densities in some schemes and could also result in some proposals for new development being not permitted where there is potential for adverse impacts on the Nature Recovery Network, irreplaceable habitats and elements of green infrastructure. • Positive effects are expected for SA Objective 3 in relation to Policies BG1 and BG5. These policies may help to encourage the provision of active travel links through the incorporation of green infrastructure at new developments, including those along waterways, which may ensure easier and more affordable access to key services. Effects are ultimately uncertain, however, and subject to site specific scheme detail. • Policies BG1 and BG4 are likely to support the multifunctional benefits that might result from green infrastructure, including providing access to space for recreational as well as the provision and retention of trees. Therefore, these policies could be expected to have a positive effect on the living environment, including within more deprived areas where these schemes are proposed. Minor positive effects are therefore recorded for these policies in relation to SA Objective 5. The effects are also partly unknown given that the requirements of these policies could increase development costs and result in regeneration proposals, which might otherwise improve the quality of deprived areas, not progressing in some instances. Similar effects are expected for Policies BG2, BG3 and BG5 given that they would support the protection and enhancement of elements of biodiversity and green space that contribute to the living environment in all areas of the city, including more deprived areas. For Policy BG5 this includes Bristol's waterways as well as associated cycling and walking infrastructure. • A positive effect is likely in relation to SA Objective 6 by Policies BG1 to BG5 given that they support features which would contribute to creating pleasant surroundings and improving health and wellbeing. This includes through supporting access to waterways, open space and nature. Policy BG1 ingrains the requirement for major developments to make use of the Natural England Green Infrastructure Standards so that new green infrastructure provision is of a suitable quantity and quality. It is notable that Policy BG5 states that development on the waterways is expected to provide green infrastructure for walking and cycling, a further benefit which aligns with SA Objective 6. • Policies BG1 to BG4 are likely to have a positive effect on SA Objective 10 by protecting and enhancing the landscape character through the protection of existing open spaces and natural assets in the city. Policy BG5 would similarly have a positive effect on this SA Objective through the creation and enhancement of suitable, high-quality multifunctional green infrastructure along waterways in the city. All effects are partly unknown given that they will depend in part on the specific design of green infrastructure or other open spaces that might come forward. • Policy BG1 is expected to result in significant positive effects on SA Objectives 11 and 12 by encouraging the provision of multifunctional green infrastructure within developments, which is likely to support a net gain in biodiversity. Importantly, Policy BG1 promotes the achievement of a minimum Urban Greening Factor target for major developments. Similarly, Policies BG2, BG3, BG4 and BG5 would also likely result in a significant positive effect in relation to SA Objectives 11 by protecting and enhancing the ecological hierarchy of habitats, species or natural features and requiring mitigation. Through Policy BG2, this approach includes the protection and enhancement of the Nature Recovery Network and both national and locally designated sites, whilst Policy BG3 sets out the requirement for developments to achieve biodiversity net gain and is clear that irreplaceable habitats cannot be mitigated through such an approach. Furthermore, Policy BG4 sets the tree compensation standard for Bristol which is likely to increase overall canopy cover in the city as new development is delivered. • For Policies BG2 and BG5 significant positive effects are also expected in relation to SA Objective 12. The effect recorded for Policy BG2 reflects the specific requirement for the protection of the Nature Recovery Network, locally designated and nationally designated sites. Policy BG5 supports the blue infrastructure network in the city and supports the delivery of green infrastructure along waterways. Policies BG3 and BG4 are expected to have partly unknown, positive effects in relation to SA Objective 12 as some of the natural features supported may strengthen the green infrastructure network in the city. These policies are expected to contribute less extensively to the successful wider functioning of the green infrastructure network than Policies BG1, BG2 and BG5. • A minor positive effect is expected on SA Objective 13 through Policies BG1 and BG5. These policies support public rights of way and active travel links being connected and extended, and the provision of green infrastructure for cycling and walking. These effects remain partly unknown as they are contingent on delivery. • By encouraging green infrastructure features, such as SuDS, and protecting natural habitats and features, Policies BG1, BG2 and BG3 would have a minor and indirect positive effect on SA Objectives 15 and 16. These types of features can act to manage water resources and flood risk. There would be similar effects on SA Objectives 17 and 18, given that green infrastructure can help to mitigate against air pollution and increase resilience to the effects of climate change, including in relation to the provision of shade and natural cooling, etc. • Policy BG4 is likely to have a significant positive effect on SA Objectives 15, 17 and 18 given that the placement of trees is to be directed by the policy to mitigate flood risk and provide canopy cover thereby increasing resilience to the effects of climate change. New trees will also help address air pollution in the city. • Policy BG5 is expected to have significant positive effects on SA Objectives 15, 16 and 18. The policy supports flood resilience measures and the protection and enhancement of water quality within water spaces. The policy is likely to support long term resilience against the effects of climate change through its support for mitigating flood risk and maintaining water resources in the city. Further guidance is necessary in relation to opportunities for policy conflict between delivering flood defence infrastructure and conserving and enhancing biodiversity.
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Policies GI A – GI4: Assessment of the Effects of Open Space Policies

Policies GI A – GI4: Open Space

This section sets out the appraisal of the policies in the Bristol Local Plan Pre-Submission Publication Version (November 2023) that relate to open space. The policies appraised in this section are set out to conserve open space infrastructure such as parks, playing fields, nature reserves and green lungs of natural space as development is delivered in the plan area. This includes through the designation of a number of areas as Local Green Space or Reserved Open Green Space. The Bristol Local Plan Pre-Submission Publication Version (November 2023) includes the following policies in relation to this topic area:

- GI A Open space for recreation
- GI1 Local Green Space
- GI2 Reserved Open Green Space
- GI3 Incidental Open Spaces
- GI4 Stapleton Allotments and Holdings – Food Growing Local Green Space

Note that as Policy GI A Open Space for recreation is carried forward from the adopted Site Allocations and Development Management Policies (2014) (Policy DM16), an appraisal of this policy is not presented in this report. The sustainability effects for this policy have been presented in the SA Report for the adopted Local Plan and it is considered that no material changes have occurred to the policy approach and the associated sustainability effects.

Reasonable alternatives considered

The realistic alternatives considered for the green infrastructure policies are described in the Interim SA Report (2019) which is included as an annex to this report. The options considered are as follows:

Policy GI1: Local Green Space

Two options were considered within the Interim SA Report (2019):

- Option 1 No new policy in relation to Local Green Space (outside Neighbourhood Development Plan areas); or
- Option 2 Designate Local Green Space areas within the new Local Plan to protect areas of ‘demonstrably special’ value to the local community.

The Interim SA Report (2019) states that a ‘no policy option’ is not considered a reasonable alternative for the Local Plan Review.

There is no change to this policy from the policy as included in the Draft Local Plan March 2019 Consultation version to that included in the Publication Version November 2023 Draft Local Plan.

Policy GI2: Reserved Open Green Space

This policy was titled Policy GI2 Reserved Open Space in the Draft Local Plan March 2019 Consultation version and appraised as this in the Interim SA Report (2019).

Two options were considered within the Interim SA Report (2019):

- Option 1 No new policy in relation to Reserved Open Space within the Local Plan; or
- Option 2 Designate Reserved Open Space within the Local Plan to protect 'open spaces of public value'.

The Interim SA Report (2019) states that a 'no policy option' is not considered a reasonable alternative for the Local Plan Review.

Policy GI2 and its supporting text now refers to Reserved Open Green Space instead of Reserved Open Space and this is reflected in the policy title. However, beyond this there is no change to this policy from the policy as included in the Draft Local Plan March 2019 Consultation version to that included in the Publication Version November 2023 Draft Local Plan.

Policy GI3: Incidental Open Spaces

Two options were considered within the Interim SA Report (2019):

- Option 1 No new policy in relation to Incidental Open Space within the Local Plan; or
- Option 2 Introduce Incidental Open Space policy to protect amenity green spaces.

The Interim SA Report (2019) states that a 'no policy option' is not considered a reasonable alternative for the Local Plan Review.

Supporting text to this policy has been revised since the Draft Local Plan March 2019 Consultation version. This text now states that the assessment of the local importance of incidental open spaces should consider the contribution of the space to the design of the area, its level of use by local people and the availability of alternative provision in the immediate surroundings.

Policy GI4: Stapleton Allotments and Holdings – Food Growing Local Green Space

Policy GI4 relates to the specific Local Plan Space (LGS) designated at Stapleton Allotments. Given that Policy GI1 addresses all LGS in the city, realistic alternatives for Policy GI4 have been considered as part of those considered for Policy GI1.

Assessment and evaluation of effects

Consideration of technical and other difficulties in the identification / assessment of alternatives

There were no difficulties encountered in identifying reasonable alternatives of policies under this theme.

Summary of assessment findings

As described above, a number of minor changes have been made to the green infrastructure policies between the Draft Local Plan March 2019 Consultation version and the Bristol Local Plan Pre-Submission Publication Version (November 2023). As such, the assessment of the expected effects of these policies reflects these changes and are adjusted when compared to those reported in the Interim SA Report (2019), which are included as annex to this report. To ensure that all expected effects of new policies included in the Local Plan are presented in this report, a summary of the effects for these policies is also set out below.

Given that Policy GI1 addresses the designation of LGS across the city, the appraisal findings for Policy GI1 incorporates the relevant findings for Policy GI4 which addresses LGS at Stapleton Allotments. A separate matrix is not presented for Policy GI4.

Policy GI1 Local Green Space – incorporating Policy GI4

SEA Theme	SA Framework Objective	D-M Criteria	Policy GI1						Receptors (R) and/or affected groups (AGs)	Suggested Appropriate Mitigation (AM) / Policy Cross-reference (CR) / opportunity to maximise benefit (MB)
			Significance of Effect (0/+/- / ?)			Direct (D) or Indirect (I)	Temporary (T) or Permanent (P)	Spatial Scale of Effect		
			Short	Med	Long					
Population, Housing and Communities	1.To ensure an adequate and diverse supply of housing that is affordable to everyone	DMC1 DMC2 DMC3 DMC4	?	-	-/?	I	P	Local and City-wide	R: Local housing market, Bristol’s population; AG: Bristol’s population.	MB: Clarify within Draft Policy GI1 the principles of ‘harm’ to LGS characteristics, role and harm, alongside ‘proportional scale’.
	2. Promote the conservation and wise use of land, maximising the reuse of previously developed land	DMC5 DMC6 DMC7	+	+	+	I	P	Local and City-wide	As above, plus: R: Bristol’s local economy; AG: Local businesses.	n/a
	3. Ensure easy and affordable access to key services	DMC8	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
	4. Increase participation in cultural and community activities	DMC9	+	+	+	I	P	Local and City-wide	R: Cultural heritage, public health; AG: Bristol’s population.	n/a
Health and Inequalities	5. To reduce poverty and income inequality and improve the quality of life for those in areas of concentrated disadvantage	DMC10 DMC11	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
	6. To reduce health inequalities and promote healthy lifestyles across the city	DMC12 DMC13 DMC14	+	+	+	D	P	Local and City-wide	R: Public health. AG: Bristol’s population.	n/a
	7. Ensure access to education and learning for all sections of society	DMC15 DMC16	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Economy and Employment	8. To support the economy and ensure that there are suitable opportunities for employment	DMC17 DMC18 DMC19 DMC20 DMC21	?	-	-/?	I	P	Local and City-wide	R: Bristol’s local economy, AG: Local businesses, Bristol’s population.	n/a
	9. Ensure access to a range of shopping facilities for all sections of society	DMC22 DMC23	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Townscape and Landscape	10. To ensure the conservation and enhancement of local character including landscape features and the historic environment and its setting	DMC24	+	+	+	D	P	Local and City-wide	R: Cultural heritage; built environment; AG: Bristol’s population.	n/a
	11. To ensure the conservation and enhancement of biological and geological assets and improve the quality of wildlife habitats	DMC25 DMC26	+	+	+	D	P	Local; City-wide; trans-boundary	R: Local wildlife and biodiversity; natural environment; AG: Bristol’s population; wildlife.	n/a
	12. To ensure the protection and enhancement of green and blue infrastructure and ensure access to a variety of open space / recreation	DMC27	+	+	+	D	P	Local; City-wide; trans-boundary	As above.	n/a
Transport	13. To encourage a demonstrable modal shift and reduce the need to travel	DMC28 DMC29	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
	14. To maintain and improve the existing highway network	DMC30 DMC31	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Climate, Energy and Waste	15. To reduce the risk of flooding from all sources	DMC32 DMC33	+	+/?	+/?	I	P	Local; City-wide; trans-boundary	R: Natural environment (water); AG: Bristol’s population; local wildlife.	n/a
	16. Sustainably manage natural resources, including water demand and quality and reducing waste being landfilled	DMC34 DMC35 DMC36 DMC37	+	+/?	+/?	I	P	Local; City-wide; trans-boundary	R: Natural environment (water and land); AG: Bristol’s population; local wildlife.	n/a
	17. Minimise air and noise pollution	DMC38	+	+	+	I	P	Local and City Wide	R: Localised air quality; biodiversity; public health; built environment; AG: Bristol’s population; local wildlife.	n/a
	18. To maximise the potential for energy efficiency, reduce greenhouse gas emissions and ensure that the built and natural environment and its communities can withstand the effects of climate change	DMC39 DMC40 DMC41 DMC42	+	+	+	I	Both	Local and City Wide	As above.	n/a

Policy GI2 Reserved Open Green Space

SEA Theme	SA Framework Objective	D-M Criteria	Policy GI2							
			Significance of Effect (0/+/- / ?)			Direct (D) or Indirect (I)	Temporary (T) or Permanent (P)	Spatial Scale of Effect	Receptors (R) and/or affected groups (AGs)	Suggested Appropriate Mitigation (AM) / Policy Cross-reference (CR) / opportunity to maximise benefit (MB)
			Short	Med	Long					
Population, Housing and Communities	1.To ensure an adequate and diverse supply of housing that is affordable to everyone	DMC1 DMC2 DMC3 DMC4	?	0/?	0/?	I	T	Local and City- wide	R: Local housing market, Bristol’s population; AG: Bristol’s population.	MB: Supporting evidence to demonstrate where development may be appropriate on an ROS. MB: Clarify ‘proportional scale’ and ‘harmful impact’.
	2. Promote the conservation and wise use of land, maximising the reuse of previously developed land	DMC5 DMC6 DMC7	+/?	+/?	+/?	I	T	Local and City- wide	As above, plus: R: Bristol’s local economy; AG: Local businesses.	As above.
	3. Ensure easy and affordable access to key services	DMC8	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
	4. Increase participation in cultural and community activities	DMC9	+/?	+/?	+/?	D	T	Local and City- wide	R: Cultural heritage, public health; AG: Bristol’s population.	n/a
Health and Inequalities	5. To reduce poverty and income inequality and improve the quality of life for those in areas of concentrated disadvantage	DMC10 DMC11	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
	6. To reduce health inequalities and promote healthy lifestyles across the city	DMC12 DMC13 DMC14	+	+	+	D	T	Local and City- wide	R: Public health; AG: Bristol’s population.	n/a
	7. Ensure access to education and learning for all sections of society	DMC15 DMC16	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Economy and Employment	8. To support the economy and ensure that there are suitable opportunities for employment	DMC17 DMC18 DMC19 DMC20 DMC21	?	0/?	0/?	I	T	Local and City- wide	R: Bristol’s local economy; AG: Local businesses, Bristol’s population.	n/a
	9. Ensure access to a range of shopping facilities for all sections of society	DMC22 DMC23	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Townscape and Landscape	10. To ensure the conservation and enhancement of local character including landscape features and the historic environment and its setting	DMC24	+	+/?	+/?	I	T	Local and City- wide	R: Cultural heritage; built environment; AG: Bristol’s population.	n/a – mitigation addressed by other Local Plan policies.
	11. To ensure the conservation and enhancement of biological and geological assets and improve the quality of wildlife habitats	DMC25 DMC26	+	+/?	+/?	D	T	Local; City-wide; trans-boundary	R: Local wildlife and biodiversity; natural environment; AG: Bristol’s population; local wildlife.	n/a
	12. To ensure the protection and enhancement of green and blue infrastructure and ensure access to a variety of open space and recreation	DMC27	+	+/?	+/?	D	T	Local and City- wide	As above.	MB: ‘Open space function’ should be further defined.
Transport	13. To encourage a demonstrable modal shift and reduce the need to travel	DMC28 DMC29	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
	14. To maintain and improve the existing highway network	DMC30 DMC31	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Climate, Energy and Waste	15. To reduce the risk of flooding from all sources	DMC32 DMC33	+/?	+/?	+/?	I	T	Local; City-wide; trans-boundary.	R: Natural environment (water and land). AG: Bristol’s population; local wildlife.	n/a
	16. Sustainably manage natural resources, including water demand and quality and reducing waste being landfilled	DMC34 DMC35 DMC36 DMC37	+/?	+/?	+/?	I	T	Local and City Wide	As above.	n/a
	17. Minimise air and noise pollution	DMC38	+	+/?	+/?	I	T	Local and City Wide	R: Localised air quality; biodiversity; public health; built environment; AG: Bristol’s population; local wildlife.	n/a
	18. To maximise the potential for energy efficiency, reduce greenhouse gas emissions and ensure that the built and natural environment and its communities can withstand the effects of climate change	DMC39 DMC40 DMC41 DMC42	+	+/?	+/?	I	T	Local and City Wide	As above.	n/a

Policy GI3 Incidental Open Space

SEA Theme	SA Framework Objective	D-M Criteria	Policy GI3							
			Significance of Effect (0/+/-/?)			Direct (D) or Indirect (I)	Temporary (T) or Permanent (P)	Spatial Scale of Effect	Receptors (R) and/or affected groups (AGs)	Suggested Appropriate Mitigation (AM) / Policy Cross-reference (CR) / opportunity to maximise benefit (MB)
			Short	Med	Long					
Population, Housing and Communities	1. To ensure an adequate and diverse supply of housing that is affordable to everyone	DMC1 DMC2 DMC3 DMC4	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
	2. Promote the conservation and wise use of land, maximising the reuse of previously developed land	DMC5 DMC6 DMC7	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
	3. Ensure easy and affordable access to key services	DMC8	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
	4. Increase participation in cultural and community activities	DMC9	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Health and Inequalities	5. To reduce poverty and income inequality and improve the quality of life for those living in areas of concentrated disadvantage	DMC10 DMC11	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
	6. To reduce health inequalities and promote healthy lifestyles across the city	DMC12 DMC13 DMC14	+	+/?	+/?	I	T	Local	R: Public health; AG: Bristol's population.	n/a
	7. Ensure access to education and learning for all sections of society	DMC15 DMC16	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Economy and Employment	8. To support the economy and ensure that there are suitable opportunities for employment	DMC17 DMC18 DMC19 DMC20 DMC21	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
	9. Ensure access to a range of shopping facilities for all sections of society	DMC22 DMC23	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Townscape and Landscape	10. To ensure the conservation and enhancement of local character including landscape features and the historic environment and its setting	DMC24	+/?	+/?	+/?	I	T	Local and City-wide	R: Cultural heritage; built environment; AG: Bristol's population.	n/a
	11. To ensure the conservation and enhancement of biological and geological assets and improve the quality of wildlife habitats	DMC25 DMC26	+	+/?	+/?	I	T	Local; City-wide; trans-boundary.	R: Local wildlife, biodiversity; natural environment, including geodiversity; AG: Bristol's population; local wildlife	n/a
	12. To ensure the protection and enhancement of green and blue infrastructure and ensure access to a variety of open space and recreation	DMC27	+	+/?	+/?	I	T	Local and City-wide	As above.	n/a – mitigation addressed by other Local Plan policies.
Transport	13. To encourage a demonstrable modal shift and reduce the need to travel	DMC28 DMC29	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
	14. To maintain and improve the existing highway network	DMC30 DMC31	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Climate, Energy and Waste	15. To reduce the risk of flooding from all sources	DMC32 DMC33	+/?	+/?	+/?	I	T	Local and City-wide.	R: Natural environment (water and land). AG: Bristol's population; local wildlife.	n/a
	16. Sustainably manage natural resources, including water demand and quality and reducing waste being landfilled	DMC34 DMC35 DMC36 DMC37	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
	17. Minimise air and noise pollution	DMC38	+/?	+/?	+/?	I	T	Local and City Wide	R: Localised air quality; biodiversity; public health; built environment. AG: Bristol's population; local wildlife.	n/a
	18. To maximise the potential for energy efficiency, reduce greenhouse gas emissions and ensure that the built and natural environment and its communities can withstand the effects of climate change	DMC39 DMC40 DMC41 DMC42	+/?	+/?	+/?	I	T	Local and City Wide	As above.	n/a

Evaluation of Effects	Green Infrastructure
	Scale of effects: The effects would be linked to green space sites across the Local Authority Plan Area. The scale of effects would be predominantly localised and attributable to individual sites. However, these policies would likely also create city-wide effects given the protection of the city’s network of open spaces which might be used by residents to benefit their health and wellbeing and the contribution these spaces make to local character and the setting of the historic environment. Social, economic and environmental effects of the grouped policies: • National policy provisions for Local Green Space (LGS) indicate these designations have a status similar to Green Belt. The introduction of LGS designations by Policy GI1 at city-wide level could therefore reduce the scale and flexibility of land available for housing or employment development (and by proxy, the quantity of affordable housing) in the long term, which could lead to a negative effect for SA Objectives 1 and 8. The scale of this effect is likely to be minor and in the short term, however, as these spaces are predominantly open space at present. • Introduction of Reserved Open Green Space as a protective policy (Policy GI2), could also have an uncertain effect on SA Objectives 1 and 8 by limiting opportunities for development of land for housing or employment uses. Given that the policy states that loss of Reserved Open Green Space is permissible when it can be demonstrated that it is no longer required for its open space function, or a deficiency of open space provision would not be created through its loss, the overall effect is likely to be more neutral. The effect is uncertain as it is currently unclear the extent of locations at which the loss of open spaces could be justified. • Policies GI1 and GI2 would afford protection to selected green spaces and therefore could indirectly promote development of brownfield land. Therefore, a positive effect is expected for both policies in relation to SA Objective 2. • Policy GI1 may have a positive effect on participation in cultural and community activities (SA Objective 4) on the basis that LGS designations are likely to protect open spaces that can be demonstrated to be special to the community. A net gain of community facilities could be delivered through Policy GI2, given its supportive provisions for ancillary development, although this would be an indirect, uncertain positive effect against SA Objective 4. • The designation of LGS, through Policy GI1, and Reserved Open Green Space, through Policy GI2, would protect existing open spaces, thereby supporting healthy lifestyles and a positive effect is expected for SA Objective 6. Similarly, Policy GI3 is expected to have a positive effect in relation to this SA Objective given that it will help to protect incidental open space that has local value for recreation and leisure. • Land at Stapleton Allotments falls within the Stapleton and Frome Valley Conservation Area and designation of this land as LGS through Policy GI4 could help to protect the existing character of this area. A positive effect is therefore expected on SA Objective 10. In addition, one of the ‘criteria’ for designation of LGS is the ‘historical significance’ of spaces. It is therefore expected that the policy will support the maintenance of some existing areas of open space that contribute to the historic environment. • For Policy GI2 the justification within the policy text to determine what the ‘open space function’ is unclear. Therefore, the effect on historic environment or nature conservation is partly unknown (SA Objectives 10 and 11), however this is combined with a positive effect given the potential to protect elements of nature environment and areas that currently contribute to the character of the city. These effects are more uncertain in the medium to long term on the basis that the supporting text of the policy sets out that Reserved Open Green Space designations can be reviewed as part of future local plans and new neighbourhood plans. • A positive effect is also expected for Policy GI3 in relation to SA Objectives 10 and 11. The policy requires that incidental open space is protected where it is locally important for townscape or visual amenity. In addition to the direct positive effects expected in relation to the protection of townscape and landscape character, indirect positive effects are likely in relation to protecting open spaces that benefit habitat connectivity in the city. • Policy GI1 would likely provide a minor indirect positive effect for SA Objectives 12, 15 and 18, as a secondary effect of the protection of public open space that contributes to GI functions. Benefits for flood mitigation and climate resilience would be localised in effect but could cumulatively have an important city-wide effect. Furthermore, the effect of Policy GI1 for SA Objective 15 and SA Objective 16 is likely to be indirect positive effect where spaces ensure protection of water quality and natural flood risk management. However, this is dependent on the location of LGS designations, and would vary on a site-by-site basis. • Policy GI1 and Policy GI4 would also support sustainable urban food production where evidenced as ‘demonstrably special’ as in the case for Stapleton Allotments and Holdings. Noting that land at this location has a Grade 1 Agricultural Land Classification, the benefits of this site being designated as LGS would achieve positive effects for food growing across the city. • There would likely be a minor indirect positive effect for SA Objectives 12, 15, 16 and 18 from Policy GI2, as a secondary by-product of the protection of public open space that contributes to GI function. Benefits for flood mitigation and climate change resilience would be localised in effect, although may produce city-wide effects if located in areas of flood risk or dense urban development. Given that Policy GI2 does not seek to directly meet these objectives and that spaces would be reviewed through future local plans and new neighbour plans, indirect effects in the medium-long term are unknown. By protecting incidental open spaces from development, Policy GI3 is also likely to benefit flood risk and support adaptation to climate change with positive effects also recorded for this policy in relation to SA Objectives 15, 16 and 18. • It is also expected that all three policies (GI1, GI2 and GI3) could support improved air quality in the city through the protection of open spaces and GI assets that absorb air pollution. As such, minor positive effects are recorded for SA Objective 17.

Policies T1 – T6: Assessment of the Effects of Transport Policies

Policies T1 – T6: Transport

This section sets out the appraisal of the policies in the Bristol Local Plan Pre-Submission Publication Version (November 2023) that address transport. The policies appraised in this section seek to ensure a transport network that supports the local economy, enhances the urban environment, and contributes to high-quality, safe, and people friendly places. The policies included are set out to align with BCC's declaration of a climate emergency for the city in 2018 and the 2020 One City Plan, which commits Bristol to becoming carbon neutral and climate resilient by 2030. The Publication Version November 2023 Draft Local Plan includes the following policies in relation to this topic area:

- T1 Development and transport policies
- T2 Transport Schemes Transport infrastructure improvements
- T2A Protected transport and movement routes
- T3A Transport development management
- T4A Parking, servicing and the provision of infrastructure for electric vehicles
- T5 Public rights of way
- T6 Active travel routes

Note that as Policies T3A and T5 are carried forward from the adopted Site Allocations and Development Management Policies (2014) (together these policies formed part of Policy DM23), an appraisal of these policies is not presented in this report. The sustainability effects for these policies have been presented in the SA Report for the adopted Local Plan and it is considered that no material changes have occurred to the policy approach and the associated sustainability effects. Policy DM23 also covered some of issues (i.e. parking and servicing) now addressed through Policy T4A. However, as the text presented in Policy T4A is expanded to also address electric vehicle charging, a material change is considered to have occurred and an appraisal of the likely sustainability effects of this policy is included below.

Reasonable alternatives considered

The realistic alternatives considered for transport policies are described in the Interim SA Report (2019) which is included as an annex to this report. The options considered are as follows:

T1 Development and transport policies

This policy was titled T1 Development and transport principles in the Draft Local Plan March 2019 Consultation version and appraised as this in the Interim SA Report (2019). Two options were considered within the Interim SA Report (2019):

- Option 1 No new policy in relation to development and transport principles
- Option 2 Introduce new policy in relation to development and transport principles

The Interim SA Report (2019) states that a 'no policy option' is not considered a reasonable alternative for the Local Plan Review.

Minor changes have been made to the policy text since the Draft Local Plan March 2019 Consultation version. The policy now includes specific reference for proposals to provide direct, accessible and convenient links to local facilities and public transport. Further updates to the policy include the addition of supporting text to explain the purpose of the policy as part of the approach to decarbonising

transportation. The supporting text also sets out that the policy will help to create environments that are safer, healthier, and more attractive for people to travel and spend time in.

T2 Transport infrastructure improvements

An early draft of this policy was titled T2 Transport schemes in the Draft Local Plan March 2019 Consultation version and an overview of the effects of this early draft was included in the Interim SA Report (2019).

Two options were considered within the Interim SA Report (2019):

- Option 1 No new policy in relation to transport schemes in the Local Plan
- Option 2 Introduce new draft policy in relation to transport schemes in the Local Plan

The Interim SA Report (2019) states that a 'no policy option' is not considered a reasonable alternative for the Local Plan Review.

The Draft Local Plan March 2019 Consultation version did not present a fully worked up version of Policy T2 given that a number of potential transport proposals were the subject of ongoing technical studies at that stage. In the absence of a fully worked up draft policy for appraisal, the Interim SA Report (2019) set out a number of recommendations that the draft policy might include. Policy T2 as included in Publication Version November 2023 Draft Local Plan sets out the approach for improvements to transport infrastructure and sustainable travel measures in Bristol to provide an integrated transport system.

T2A Protected transport and movement routes

The Interim SA Report (2019) did not consider alternatives for Policy T2A given that it is a new policy that did not form part of the Draft Local Plan March 2019 Consultation version.

As set out within the updated Scoping Report (2023), the Bristol Corporate Strategy (2022 – 2027) includes Priorities ENV1, ENV2 and HCW3, which address the themes of carbon neutrality, ecological recovery and poverty. These priorities highlight the importance of transport in relation to achieving positive outcomes with regards to reducing carbon emissions, as well as creating better transport in the context of supporting nature recovery networks and addressing poverty; all of which is often intertwined. Bristol Corporate Strategy Priority TC1 specifically sets out BCC's priority in relation to the theme of connectivity which includes improved physical and geographical connectivity and delivery of mass transit, reduced congestion and expansion of active travel infrastructure.

Chapter 9 of the NPPF is clear that transport issues should be considered from the earliest stages of plan-making so that opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised. Furthermore, planning policies should identify and protect, where there is robust evidence, sites and routes which could be critical in developing infrastructure to widen transport choice and realise opportunities for large scale development.

The approach of encouraging modal shift with a goal of ensuring that transport is carbon neutral by 2030 is set out at the regional level in the West of England Joint Local Transport Plan 4 (2020) which aligns with the commitment to reduce carbon emissions in accordance with the Paris Agreement. The Bristol Transport Strategy (2019) seeks to achieve similar outcomes in terms of managing the demand on the

network to ease congestion, enabling people and goods to travel into and through the city more efficiently, making space for and improving safety for movement by sustainable modes and encouraging the use of sustainable modes.

Policy T2A is set out to safeguard land for the implementation of potential transport infrastructure and movement routes to widen transport choice in the city. This approach aligns with the Corporate Strategy direction, the Bristol Transport Strategy and the West of England Joint Transport Plan as well as being broadly in accordance with NPPF. A 'policy-off' option is therefore not considered further.

T4A Parking, servicing and the provision of infrastructure for electric vehicles

The Interim SA Report (2019) did not consider alternatives for Policy T4A given that it is a new policy that did not form part of the Draft Local Plan March 2019 Consultation version.

Elements of the policy are carried forward from the adopted Site Allocations and Development Management Policies (2014) (together with elements of Policies T3A and T5, this policy formed part of Policy DM23). However, it is considered that a material change has occurred to the policy text given that it now addresses electric vehicle charging as well as the topic of parking and service that is carried forward from Site Allocations and Development Management Policies (2014).

Priorities ENV1, ENV2 and HCW3 of the Bristol Corporate Strategy (2022 – 2027) as set out above in relation Policy T2A are also of relevance when considering the approach of Policy T4A. Policy T4A also aligns with the Bristol Transport Strategy (2019) and the regional policy approach provided within the West of England Joint Local Transport Plan 4 (2020). Policy T4A is set out to accord with national policy in Chapter 9 of the NPPF, particularly in relation to requiring local parking standards to take into account the need for an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles. The policy also has regard for the Framework's requirement for plans to consider patterns of movement, streets, parking and other transport considerations as part of contributing to making high quality places.

Policy T4A seeks to ensure that an appropriate level of parking provision is delivered reflecting levels of accessibility by walking, cycling and public transport so that carbon emissions can be reduced. Proposals which include parking facilities will be expected to integrate the provision of infrastructure for charging electric or other ultra low emission vehicles. This approach aligns with the Corporate Strategy direction, the Bristol Transport Strategy and the West of England Joint Transport Plan as well as being broadly in accordance with NPPF. A 'policy-off' option is therefore not considered further.

T6 Active travel routes

The Interim SA Report (2019) did not consider alternatives for Policy T6 given that it is a new policy that did not form part of the Draft Local Plan March 2019 Consultation version.

Priorities ENV1, ENV2 and HCW3 of the Bristol Corporate Strategy (2022 – 2027) as set out above in relation Policy T2A and T4A are also of relevance when considering the approach of Policy T6. Policy T6 also aligns with the Bristol Transport Strategy (2019) and the regional policy approach provided within the West of England Joint Local Transport Plan 4 (2020). The policy is set out to accord with national policy in Chapter 9 of the NPPF, particularly in relation to identifying opportunities to promote walking, cycling and

public transport use, developing infrastructure to widen transport choice and providing for attractive and well-designed walking and cycling networks.

Policy T6 seeks to ensure that developments maximise opportunities for walking and cycling, specifically by supporting access to Active Travel Routes. The policy also links to guidance that new sections of such routes should accord with to ensure the safety of users as well as the protection and enhancement of character and nature value. This approach aligns with the Corporate Strategy direction and the strategy for economic recovery as well as being broadly in accordance with NPPF. A 'policy-off' option is therefore not considered further.

Assessment and evaluation of effects

Consideration of technical and other difficulties in the identification / assessment of alternatives

There were no difficulties encountered in identifying reasonable alternatives of policies under this theme. Schemes identified within Policy T2 and T2A are high-level with detail to follow, which is broadly reflected in the assessment.

Summary of assessment findings

As described above, the transport policies included in the Interim SA Report (2019) varied in comparison to those included in the Bristol Local Plan Pre-Submission Publication Version (November 2023). While the assessment of Policy T1 is similar to that in the Interim SA Report (2019), the other policies were not appraised in that report.

The sustainability effects of the transport policies are provided below. A summary of the effects for this group of policies is set out below the matrices detailing the effects for each individual policy.

Policy T1 Development and transport policies

SEA Theme	SA Framework Objective	D-M Criteria	Policy T1 Significance of Effect (0/+/-/?)			Direct (D) or Indirect (I)	Temporary (T) or Permanent (P)	Spatial Scale of Effect	Receptors (R) and/or affected groups (AGs)	Suggested Appropriate Mitigation (AM) / Policy Cross-reference (CR) / opportunity to maximise benefit (MB)
			Short	Med	Long					
Population, Housing and Communities	1.To ensure an adequate and diverse supply of housing that is affordable to everyone	DMC1 DMC2 DMC3 DMC4	0/?	0/?	0/?	I	Both	Local and City-wide.	R: Local housing market, Bristol's population; AG: Bristol's population.	n/a
	2. Promote the conservation and wise use of land, maximising the reuse of previously developed land	DMC5 DMC6 DMC7	+/?	+/?	+/?	I	Both	Local and City-wide.	As above, plus: R: Bristol's local economy; AG: Local businesses.	n/a
	3. Ensure easy and affordable access to key services	DMC8	+/?	+/?	+/?	I	Both	Local and City-wide.	R: Bristol's local economy / local centres; AG: Local businesses.	n/a
	4. Increase participation in cultural and community activities	DMC9	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Health and Inequalities	5. To reduce poverty and income inequality and improve the quality of life for those living in areas of concentrated disadvantage	DMC10 DMC11	+/?	+/?	+/?	I	Both	Local and City-wide.	R: Built environment. AG: Bristol's population.	n/a
	6. To reduce health inequalities and promote healthy lifestyles across the city	DMC12 DMC13 DMC14	++/?	++/?	++/?	I	Both	Local and City-wide	R: Public health. AG: Bristol's population.	n/a
	7. Ensure access to education and learning for all sections of society	DMC15 DMC16	+/?	+/?	+/?	I	P	Local and City-wide.	R: Bristol's local economy; AG: Bristol's population; educational facilities.	n/a
Economy and Employment	8. To support the economy and ensure that there are suitable opportunities for employment	DMC17 DMC18 DMC19 DMC20 DMC21	+/?	+/?	+/?	I	P	Local and City-wide.	R: Bristol's local economy, AG: Local businesses, Bristol's population.	n/a
	9. Ensure access to a range of shopping facilities for all sections of society	DMC22 DMC23	+/?	+/?	+/?	I	Both	Local and City-wide.	As above.	n/a
Townscape and Landscape	10. To ensure the protection and enhancement of the historic environment and its setting	DMC24	?	?	?	I	P	Local and City-wide.	R: Cultural heritage; built environment; AG: Bristol's population.	n/a
	11. To ensure the protection and enhancement of biological and geological assets and improve the quality of wildlife habitats	DMC25 DMC26	?	?	?	I	Both	Local and City-wide.	R: Local wildlife and biodiversity; natural environment; AG: Bristol's population; wildlife.	n/a
	12. To ensure the protection and enhancement of green and blue infrastructure and ensure access to a variety of open space and recreation	DMC27	?	?	?	I	Both	Local and City-wide.	As above.	n/a
Transport	13. To encourage a demonstrable modal shift and reduce the need to travel	DMC28 DMC29	++/?	++/?	++/?	D	Both	Local and City-wide.	R: Public health; AG: Bristol's population.	n/a
	14. To maintain and improve the existing highway network	DMC30 DMC31	+/?	+/?	+/?	I	Both	Local and City-wide.	R: Bristol's local and strategic highway network. AG: Bristol's population	n/a – mitigation addressed by other Local Plan policies.
Climate, Energy and Waste	15. To reduce the risk of flooding from all sources	DMC32 DMC33	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
	16. Sustainably manage natural resources, including water demand and quality and reducing waste being landfilled	DMC34 DMC35 DMC36 DMC37	?	?	?	D	Both	Local; City-wide; Trans-boundary.	R: Natural environment (water and land); AG: Bristol's population; local wildlife.	n/a – mitigation addressed by other Local Plan policies.
	17. Minimise air and noise pollution	DMC38	?	?	?	I	Both	Local; City-wide; Trans-boundary.	R: Localised air quality; biodiversity; public health; built environment; AG: Bristol's population; local wildlife.	n/a
	18. To maximise the potential for energy efficiency, reduce greenhouse gas emissions and ensure that the built and natural environment and its communities can withstand the effects of climate change	DMC39 DMC40 DMC41 DMC42	?	?	?	D	Both	Local; City-wide; Trans-boundary.	R: Natural environment (water); AG: Bristol's population; local wildlife.	n/a

Policy T2 Transport infrastructure improvements

SEA Theme	SA Framework Objective	D-M Criteria	Policy T2 Significance of Effect (0/+/-/?)			Direct (D) or Indirect (I)	Temporary (T) or Permanent (P)	Spatial Scale of Effect	Receptors (R) and/or affected groups (AGs)	Suggested Appropriate Mitigation (AM) / Policy Cross-reference (CR) / opportunity to maximise benefit (MB)
			Short	Med	Long					
Population, Housing and Communities	1.To ensure an adequate and diverse supply of housing that is affordable to everyone	DMC1 DMC2 DMC3 DMC4	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
	2. Promote the conservation and wise use of land, maximising the reuse of previously developed land	DMC5 DMC6 DMC7	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
	3. Ensure easy and affordable access to key services	DMC8	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
	4. Increase participation in cultural and community activities	DMC9	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Health and Inequalities	5. To reduce poverty and income inequality and improve the quality of life for those living in areas of concentrated disadvantage	DMC10 DMC11	+/?	+/?	+/?	I	Both	Local and City-wide.	R: Built environment. AG: Bristol's population.	n/a
	6. To reduce health inequalities and promote healthy lifestyles across the city	DMC12 DMC13 DMC14	++	++	++	D	Both	Local and City-wide	R: Public health. AG: Bristol's population.	
	7. Ensure access to education and learning for all sections of society	DMC15 DMC16	+/?	+/?	+/?	I	P	Local and City-wide.	R: Bristol's local economy; AG: Bristol's population; educational facilities.	
Economy and Employment	8. To support the economy and ensure that there are suitable opportunities for employment	DMC17 DMC18 DMC19 DMC20 DMC21	+/?	+/?	+/?	I	P	Local and City-wide.	R: Bristol's local economy, AG: Local businesses, Bristol's population.	n/a
	9. Ensure access to a range of shopping facilities for all sections of society	DMC22 DMC23	+/?	+/?	+/?	I	Both	Local and City-wide.	As above.	n/a
Townscape and Landscape	10. To ensure the protection and enhancement of the historic environment and its setting	DMC24	+/?	+/?	+/?	I	P	Local and City-wide.	R: Cultural heritage; built environment; AG: Bristol's population.	n/a
	11. To ensure the protection and enhancement of biological and geological assets and improve the quality of wildlife habitats	DMC25 DMC26	+/?	+/?	+/?	I	Both	Local and City-wide.	R: Local wildlife and biodiversity; natural environment; AG: Bristol's population; wildlife.	n/a
	12. To ensure the protection and enhancement of green and blue infrastructure and ensure access to a variety of open space and recreation	DMC27	?	?	?	I	Both	Local and City-wide.	As above.	n/a – mitigation addressed by other Local Plan policies.
Transport	13. To encourage a demonstrable modal shift and reduce the need to travel	DMC28 DMC29	++	++	++	D	Both	Local and City-wide.	R: Public health; AG: Bristol's population.	
	14. To maintain and improve the existing highway network	DMC30 DMC31	+/?	+/?	+/?	D	Both	Local and City-wide.	R: Bristol's local and strategic highway network. AG: Bristol's population	n/a – mitigation addressed by other Local Plan policies.
Climate, Energy and Waste	15. To reduce the risk of flooding from all sources	DMC32 DMC33	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a – mitigation addressed by other Local Plan policies.
	16. Sustainably manage natural resources, including water demand and quality and reducing waste being landfilled	DMC34 DMC35 DMC36 DMC37	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
	17. Minimise air and noise pollution	DMC38	++/?	++/?	++/?	I	Both	Local; City-wide; Trans-boundary.	R: Localised air quality; biodiversity; public health; built environment; AG: Bristol's population; local wildlife.	
	18. To maximise the potential for energy efficiency, reduce greenhouse gas emissions and ensure that the built and natural environment and its communities can withstand the effects of climate change	DMC39 DMC40 DMC41 DMC42	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a

Policy T2A Protected transport and movement routes

SEA Theme	SA Framework Objective	D-M Criteria	Policy T2A			Direct (D) or Indirect (I)	Temporary (T) or Permanent (P)	Spatial Scale of Effect	Receptors (R) and/or affected groups (AGs)	Suggested Appropriate Mitigation (AM) / Policy Cross-reference (CR) / opportunity to maximise benefit (MB)
			Significance of Effect (0/+/- / ?)							
			Short	Med	Long					
Population, Housing and Communities	1.To ensure an adequate and diverse supply of housing that is affordable to everyone	DMC1 DMC2 DMC3 DMC4	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
	2. Promote the conservation and wise use of land, maximising the reuse of previously developed land	DMC5 DMC6 DMC7	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
	3. Ensure easy and affordable access to key services	DMC8	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
	4. Increase participation in cultural and community activities	DMC9	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Health and Inequalities	5. To reduce poverty and income inequality and improve the quality of life for those living in areas of concentrated disadvantage	DMC10 DMC11	+/?	+/?	+/?	I	Both	Local and City-wide.	R: Built environment. AG: Bristol’s population.	n/a
	6. To reduce health inequalities and promote healthy lifestyles across the city	DMC12 DMC13 DMC14	?	?	?	I	Both	Local and City-wide	R: Public health. AG: Bristol’s population.	n/a – mitigation addressed by other Local Plan policies.
	7. Ensure access to education and learning for all sections of society	DMC15 DMC16	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Economy and Employment	8. To support the economy and ensure that there are suitable opportunities for employment	DMC17 DMC18 DMC19 DMC20 DMC21	+/?	+/?	+/?	I	P	Local and City-wide.	R: Bristol’s local economy, AG: Local businesses, Bristol’s population.	n/a
	9. Ensure access to a range of shopping facilities for all sections of society	DMC22 DMC23	+/?	+/?	+/?	I	Both	Local and City-wide.	As above.	n/a
Townscape and Landscape	10. To ensure the protection and enhancement of the historic environment and its setting	DMC24	?	?	?	I	P	Local and City-wide.	R: Cultural heritage; built environment; AG: Bristol’s population.	n/a
	11. To ensure the protection and enhancement of biological and geological assets and improve the quality of wildlife habitats	DMC25 DMC26	?	?	?	I	Both	Local and City-wide.	R: Local wildlife and biodiversity; natural environment; AG: Bristol’s population; wildlife.	n/a
	12. To ensure the protection and enhancement of green and blue infrastructure and ensure access to a variety of open space and recreation	DMC27	?	?	?	I	Both	Local and City-wide.	As above.	n/a – mitigation addressed by other Local Plan policies.
Transport	13. To encourage a demonstrable modal shift and reduce the need to travel	DMC28 DMC29	?	?	?	D	Both	Local and City-wide.	R: Public health; AG: Bristol’s population.	n/a
	14. To maintain and improve the existing highway network	DMC30 DMC31	++/?	++/?	++/?	D	Both	Local and City-wide.	R: Bristol’s local and strategic highway network. AG: Bristol’s population	n/a – mitigation addressed by other Local Plan policies.
Climate, Energy and Waste	15. To reduce the risk of flooding from all sources	DMC32 DMC33	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a – mitigation addressed by other Local Plan policies.
	16. Sustainably manage natural resources, including water demand and quality and reducing waste being landfilled	DMC34 DMC35 DMC36 DMC37	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
	17. Minimise air and noise pollution	DMC38	?	?	?	I	Both	Local; City-wide; Trans-boundary.	R: Localised air quality; biodiversity; public health; built environment; AG: Bristol’s population; local wildlife.	n/a
	18. To maximise the potential for energy efficiency, reduce greenhouse gas emissions and ensure that the built and natural environment and its communities can withstand the effects of climate change	DMC39 DMC40 DMC41 DMC42	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a

Policy T4A Parking, servicing and the provision of infrastructure for electric vehicles

SEA Theme	SA Framework Objective	D-M Criteria	Policy T4A Significance of Effect (0/+/-/?)			Direct (D) or Indirect (I)	Temporary (T) or Permanent (P)	Spatial Scale of Effect	Receptors (R) and/or affected groups (AGs)	Suggested Appropriate Mitigation (AM) / Policy Cross-reference (CR) / opportunity to maximise benefit (MB)
			Short	Med	Long					
Population, Housing and Communities	1.To ensure an adequate and diverse supply of housing that is affordable to everyone	DMC1 DMC2 DMC3 DMC4	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
	2. Promote the conservation and wise use of land, maximising the reuse of previously developed land	DMC5 DMC6 DMC7	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
	3. Ensure easy and affordable access to key services	DMC8	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
	4. Increase participation in cultural and community activities	DMC9	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Health and Inequalities	5. To reduce poverty and income inequality and improve the quality of life for those living in areas of concentrated disadvantage	DMC10 DMC11	+/?	+/?	+/?	I	Both	Local and City-wide.	R: Built environment. AG: Bristol's population.	n/a
	6. To reduce health inequalities and promote healthy lifestyles across the city	DMC12 DMC13 DMC14	+/?	+/?	+/?	I	Both	Local and City-wide	R: Public health. AG: Bristol's population.	n/a – mitigation addressed by other Local Plan policies.
	7. Ensure access to education and learning for all sections of society	DMC15 DMC16	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Economy and Employment	8. To support the economy and ensure that there are suitable opportunities for employment	DMC17 DMC18 DMC19 DMC20 DMC21	+/?	+/?	+/?	I	P	Local and City-wide.	R: Bristol's local economy, AG: Local businesses, Bristol's population.	n/a
	9. Ensure access to a range of shopping facilities for all sections of society	DMC22 DMC23	+/?	+/?	+/?	I	Both	Local and City-wide.	As above.	n/a
Townscape and Landscape	10. To ensure the protection and enhancement of the historic environment and its setting	DMC24	?	?	?	I	P	Local and City-wide.	R: Cultural heritage; built environment; AG: Bristol's population.	n/a
	11. To ensure the protection and enhancement of biological and geological assets and improve the quality of wildlife habitats	DMC25 DMC26	?	?	?	I	Both	Local and City-wide.	R: Local wildlife and biodiversity; natural environment; AG: Bristol's population; wildlife.	n/a
	12. To ensure the protection and enhancement of green and blue infrastructure and ensure access to a variety of open space and recreation	DMC27	?	?	?	I	Both	Local and City-wide.	As above.	n/a – mitigation addressed by other Local Plan policies.
Transport	13. To encourage a demonstrable modal shift and reduce the need to travel	DMC28 DMC29	+/?	+/?	+/?	D	Both	Local and City-wide.	R: Public health; AG: Bristol's population.	n/a – mitigation addressed by other Local Plan policies.
	14. To maintain and improve the existing highway network	DMC30 DMC31	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Climate, Energy and Waste	15. To reduce the risk of flooding from all sources	DMC32 DMC33	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a – mitigation addressed by other Local Plan policies.
	16. Sustainably manage natural resources, including water demand and quality and reducing waste being landfilled	DMC34 DMC35 DMC36 DMC37	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
	17. Minimise air and noise pollution	DMC38	+/?	+/?	+/?	I	Both	Local; City-wide; Trans-boundary.	R: Localised air quality; biodiversity; public health; built environment; AG: Bristol's population; local wildlife.	n/a – mitigation addressed by other Local Plan policies.
	18. To maximise the potential for energy efficiency, reduce greenhouse gas emissions and ensure that the built and natural environment and its communities can withstand the effects of climate change	DMC39 DMC40 DMC41 DMC42	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a

Policy T6 Active travel routes

SEA Theme	SA Framework Objective	D-M Criteria	Policy T6			Direct (D) or Indirect (I)	Temporary (T) or Permanent (P)	Spatial Scale of Effect	Receptors (R) and/or affected groups (AGs)	Suggested Appropriate Mitigation (AM) / Policy Cross-reference (CR) / opportunity to maximise benefit (MB)
			Significance of Effect (0/+/- / ?)							
			Short	Med	Long					
Population, Housing and Communities	1.To ensure an adequate and diverse supply of housing that is affordable to everyone	DMC1 DMC2 DMC3 DMC4	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
	2. Promote the conservation and wise use of land, maximising the reuse of previously developed land	DMC5 DMC6 DMC7	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
	3. Ensure easy and affordable access to key services	DMC8	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
	4. Increase participation in cultural and community activities	DMC9	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Health and Inequalities	5. To reduce poverty and income inequality and improve the quality of life for those living in areas of concentrated disadvantage	DMC10 DMC11	+/?	+/?	+/?	I	Both	Local and City-wide.	R: Built environment. AG: Bristol’s population.	n/a
	6. To reduce health inequalities and promote healthy lifestyles across the city	DMC12 DMC13 DMC14	+/?	+/?	+/?	I	Both	Local and City-wide	R: Public health. AG: Bristol’s population.	n/a – mitigation addressed by other Local Plan policies.
	7. Ensure access to education and learning for all sections of society	DMC15 DMC16	+/?	+/?	+/?	I	Both	Local and City-wide.	R: Built environment. AG: Bristol’s population.	n/a
Economy and Employment	8. To support the economy and ensure that there are suitable opportunities for employment	DMC17 DMC18 DMC19 DMC20 DMC21	+/?	+/?	+/?	I	P	Local and City-wide.	R: Bristol’s local economy, AG: Local businesses, Bristol’s population.	n/a
	9. Ensure access to a range of shopping facilities for all sections of society	DMC22 DMC23	+/?	+/?	+/?	I	Both	Local and City-wide.	As above.	n/a
Townscape and Landscape	10. To ensure the protection and enhancement of the historic environment and its setting	DMC24	+/?	+/?	+/?	I	P	Local and City-wide.	R: Cultural heritage; built environment; AG: Bristol’s population.	n/a
	11. To ensure the protection and enhancement of biological and geological assets and improve the quality of wildlife habitats	DMC25 DMC26	+/?	+/?	+/?	I	Both	Local and City-wide.	R: Local wildlife and biodiversity; natural environment; AG: Bristol’s population; wildlife.	n/a
	12. To ensure the protection and enhancement of green and blue infrastructure and ensure access to a variety of open space and recreation	DMC27	?	?	?	I	Both	Local and City-wide.	As above.	n/a – mitigation addressed by other Local Plan policies.
Transport	13. To encourage a demonstrable modal shift and reduce the need to travel	DMC28 DMC29	++/?	++/?	++/?	D	Both	Local and City-wide.	R: Public health; AG: Bristol’s population.	n/a – mitigation addressed by other Local Plan policies.
	14. To maintain and improve the existing highway network	DMC30 DMC31	+/?	+/?	+/?	n/a	n/a	n/a	n/a	n/a
Climate, Energy and Waste	15. To reduce the risk of flooding from all sources	DMC32 DMC33	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a – mitigation addressed by other Local Plan policies.
	16. Sustainably manage natural resources, including water demand and quality and reducing waste being landfilled	DMC34 DMC35 DMC36 DMC37	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
	17. Minimise air and noise pollution	DMC38	+/?	+/?	+/?	I	Both	Local; City-wide; Trans-boundary.	R: Localised air quality; biodiversity; public health; built environment; AG: Bristol’s population; local wildlife.	n/a – mitigation addressed by other Local Plan policies.
	18. To maximise the potential for energy efficiency, reduce greenhouse gas emissions and ensure that the built and natural environment and its communities can withstand the effects of climate change	DMC39 DMC40 DMC41 DMC42	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a

Evaluation of Effects	Transport Scale of effects: The scale of effects would be at the building, local and city-wide level, where the policy principles are implemented in new development across the city. Given that Policy T2 introduces an updated list of transport schemes / infrastructure for delivery within the Plan area, the scale of effects would be varied, and for major schemes identified within the JLT4 (2020-2036) and the Bristol Transport Strategy (2019-2036), likely be at all spatial levels – from local through to transboundary. Social, economic and environmental effects for grouped policies: - By requiring high-density development proposals to be located where it is possible to achieve sustainable travel patterns, Policy T1 could provide minor positive effects for SA Objectives 2 and 3, with potential for synergistic effects where introduced in combination with the Urban Living policies themselves. While this policy encourages development within sustainable locations, the extent to which this option would support the reuse and regeneration of brownfield land and enable access to key services will be subject to implementation; therefore, effects against these Objectives are partly unknown. - Policies T1 and T2 could trigger regeneration or investment in deprived areas, and could indirectly support the connectivity of population to employment and/or education opportunities, services and other community facilities. Effects of these policy options against SA Objective 5 are considered to be minor positive where development is proposed within areas of deprivation, however this is unknown at this stage and will be location specific. Policy T2A would have a similar effect, with protected schemes generally proposed in the east and south of the city and some of which in areas of relative deprivation. Policy T4A would lead to improvements in the built environment through appropriate parking and electrical vehicle charging provision, and consideration of servicing, however the effects are unknown as this would depend on the location of development. Similarly, Policy T6 would lead to improvements and protection of active travel routes, improving the built environment of deprived areas, but again this is location dependent. - By requiring development proposals to reduce the negative impacts of vehicles including excessive volumes, fumes and noise, making walking, cycling and electrical vehicles more attractive and possible options, and the creation of places, streets and transport corridor improvements shaped by the needs of pedestrians, cyclists and public transport users, Policies T1, T2, T4A and T6 could create direct significant positive benefits for SA Objective 6, whilst indirectly supporting healthier lifestyles and positive well-being (DMC13). However, as impacts on air quality and the degree to which walking and cycling are made attractive through development are dependent upon the scale, nature and siting of development, effects against this Objective by Policy T1 are also partly unknown. The effects of Policy T2A on SA Objective 6 are unknown: the policy safeguards a park and ride site and transport links / junctions, which could result in the increase of road users and thus have a negative impact on air quality; whilst the policy also safeguards rail infrastructure which could enable greater public transport or more efficient road usage. - Policy T1 aims to ensure that development proposals are located where sustainable travel patterns can be achieved, with more intensive and mixed-use development in accessible locations along main public transport routes to meet Urban Living principles. This policy could therefore bring potential benefits to enhancing sustainable accessibility to services and education; ensuring development is walkable and/or cyclable, ensuring more inclusive accessibility and lowering Scope 3 emissions to deliver ‘net zero’ development, however, as the policy is also reliant on urban living principles, effects against SA Objectives 7 and 9 are unknown overall. - By directing more intensive development (including mixed-use with employment) towards more sustainable locations as led by the Urban Living principles, it is likely under Policy T1 there may be a reduced need to travel for employment opportunities (SA Objective 8) as these could be in closer proximity to existing and/or proposed residential development. However, effects of this policy are uncertain and dependent upon multiple factors associated with policy implementation and location of employment. - Policies T2 and T6 would also have a positive, but unknown, effect on SA Objectives 7, 8 and 9 due to its support of improved transport connections, however effects are unknown as positive effects would only be realised if employment and shopping facilities are located near to these connections. Similarly, Policy T2A and T4A could have a positive effect on SA Objectives 8 and 9 by enabling access to employment and shopping facilities, and ensuring there is appropriate parking, servicing and charging provision, but effects are unknown. - The effects of Policies T1, T2A and T4A against SA Objectives 10 and 11 are considered to be unknown, as proposals for development are likely to impact air quality, which may have minor negative effects for existing heritage assets or the natural environment, via structural corrosion, acidification or eutrophication. As retained policies are in place to minimise impacts on sensitive ecological or historical receptors, effects are therefore dependent on design proposals, site-specific considerations and the degree of mitigation proposed. Policies T2 and T6 would have minor positive, unknown effects on these SA Objectives, as better public transport and active travel provision would likely improve air quality, but the effects are dependent on the location and design of these routes. - As opportunities to maximise GI are not referenced within Policies T1, T2, T2A, T4A or T6 effects are also unknown in terms of GI enhancement (SA Objective 12). - Under SA Objective 13, effects by Policies T1, T2 and T6 are likely to be significant positive, as the Policies promote improvement of access to and quality of sustainable transport modes (walking, cycling and public transport) and aim to support the delivery of new transport infrastructure for development. Policy T2A does not reference sustainable transport, and proposes both highway and public transport interventions, and so the effect of this Policy is unknown. Policy T4A would have a minor positive but unknown effect on SA Objective 13 as the policy requires parking provisions to have regard to accessibility by walking, cycling and public transport, which could encourage usage of these modes of transport if these are more convenient than private vehicle ownership, however this would be dependent on location and existing provision for these modes. - While the effects of Policy T1 for SA Objective 14 are likely to be direct in terms of impact on the local highways network and associated levels of traffic and therefore positive, effects are unknown at this stage as they are linked to: the type of development and its final design; the density of development and its proposed parking strategy; and schemes set out within T2. Policies T2 and T6 are likely to involve improvements to the existing highways network as part of works to enhance active travel routes, public transport infrastructure and transport corridor improvements, leading to a minor positive but unknown effect. Policy T2A would have a significant positive, but unknown effect on this SA Objective given it propose both highway and public transport interventions. - Policy T1 is neutral with regards to the type and scale of development, and does not include any details in relation to the use of resources or energy efficiency, as such given that the effects remain reliant on constructed design, an unknown effect has been reported against SA Objectives 16 and 18. - Policy T1 could generate minor negative indirect effects for air quality (SA Objective 17) through construction and operation stages, dependent upon the scale of development proposed and its siting. However, by including the requirement for proposals to reduce as far as possible the negative impacts of vehicles including emissions, this option has the potential to secure appropriate mitigation for development proposals where additional trip generation is likely to be a secondary impact. Overall effects are unknown and dependent upon the level of accessibility by active travel (i.e. walking and cycling) and public transport options, alongside other design and site considerations. Policy T2A would similarly have unknown effects on this SA Objective, for similar reasons as set out above in relation to SA Objective 6. - The support of Policies T2 and T6 for active and public transport would likely lead to significant positive effects on SA Objective 17 due to the less polluting nature of these modes of transport, however this would also depend on the usage of these modes and whether they replaced private vehicles, and so the effects are also unknown. - Policy T4A would have minor positive, but unknown effects on SA Objective 17, by making cycling and electric vehicles more attractive options, however the impact on air quality would be dependent on scale of implementation.
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Policies NZC1 – NZC5 and FR2: Assessment of the Effects of Net Zero and Climate and Flooding Policies

Policies NZC1 – NZC5, FR1 and FR2: Net Zero and Climate and Flooding

This section sets out the appraisal of the policies in the Publication Version November 2023 Draft Local Plan that relate to net zero and climate and flooding. The policies appraised in this section are set out to ensure the creation of an urban environment that both mitigates its contribution to the causes of climate change and which can adapt to the further climate impacts. This includes through the carbonisation of built environment, enabling the generation of clean energy and addressing risk from fluvial and tidal flooding as well as localised flooding from rainfall. The Bristol Local Plan Pre-Submission Publication Version (November 2023) includes the following policies in relation to this topic area:

- NZC1 Climate change, sustainable design and construction
- NZC2 Towards zero carbon development - operational carbon
- NZC3 Embodied carbon, materials and circular economy
- NZC4 Adaptation to a changing climate
- NZC5 Renewable energy development
- FR1 Flood risk and water management
- FR2 Bristol Avon Flood Strategy

Realistic alternatives considered

The majority of the realistic alternatives considered for policies relating to net zero and climate and flooding are described in the Interim SA Report (2019) which is included as an annex to this report. However, the Publication Version also includes a new policy (Policy NZC3) which was not included in the Draft Local Plan March 2019 Consultation version, for which realistic alternatives are discussed below. The options considered are as follows:

Policy NZC1 Climate change, sustainable design and construction

This policy was titled Policy CCS1 Climate change, sustainable design and construction in the Draft Local Plan March 2019 Consultation version and appraised as this in the Interim SA Report (2019). Two alternatives were considered:

- Option 1 No new policy in relation to climate change or sustainable design and construction within the Local Plan; or
- Option 2 Introduce new policy in relation to climate change, sustainable design and construction within the Local Plan.

The Interim SA Report (2019) states that a 'no policy option' is not considered a reasonable alternative for the Local Plan Review.

Policy NZC1 was initially presented as a replacement for Policy CCS1 in the Draft Local Plan November 2022 Further Consultation version. Policy NZC1 as presented in the Draft Local Plan November 2022 Further Consultation version included a number of changes to the policy. The policy text was revised so that specific reference was made to minimising energy demand through high standards of energy efficiency, and maximising on-site generation of renewable energy mixed-use development. The policy text also made specific reference to minimising embodied carbon. Reference was also included to the need for a BREEAM Communities assessment for developments consisting of more than 100 residential

units, whereas previously this was only required for developments consisting of more than 200 residential units.

The text of this policy has been revised in the Publication Version November 2023 Draft Local Plan, whereby the requirement for a BREEAM Communities assessment is now included for developments consisting of more than 200 residential units.

Policy NZC2 Towards zero carbon development - operational carbon

This policy was titled Policy CCS2 Towards zero carbon development in the Draft Local Plan March 2019 Consultation version and appraised as this in the Interim SA Report (2019). Two alternatives were considered:

- Option 1 No new policy in relation to zero carbon development; or
- Option 2 Introduce new policy in relation to zero carbon development, to include carbon offsetting.

The Interim SA Report (2019) states that a 'no policy option' is not considered a reasonable alternative for the Local Plan Review.

Policy NZC2 was initially presented as a replacement for Policy CCS2 in the Draft Local Plan November 2022 Further Consultation version.

Policy NZC2 as presented in the Draft Local Plan November 2022 Further Consultation version included a number of changes to the policy. The policy text was amended so that proposals would be expected to report on predicted energy use intensity using an operational energy model. A further amendment to the policy was made so that carbon offsetting financial contributions were set out at a rate of £90 per MWh, whereas previously the policy included a rate of £95 per tonne of CO₂. The coverage of the policy was also extended to address the requirement for proposals at existing buildings to demonstrate that energy demand has been reduced to the lowest practical level. The coverage of the policy was also extended to address the incorporation of smart and flexible technologies at developments to support the balancing of energy supply and demand. Further additions to the policy text required that the potential performance gap between design and completed development should be minimised through the implementation of a recognised quality regime from design through to handover.

The policy has been subject to a number of changes since the Draft Local Plan November 2022 Further Consultation version. The policy text has been updated so that development is expected to achieve a maximum 15-20 kWh/m²/yr space heating demand whereas previously a maximum 15 kWh/m²/yr requirement was included. The other main change to the policy text is the requirement that major development in an area where a classified heat network is planned but connection from the point of occupation cannot be provided should incorporate infrastructure for future connection to the district heat network. Furthermore, new heat networks should be considered in the case of proposals that would provide more than 100 homes or 10,000m² floorspace within or adjacent to areas of growth and regeneration identified in the development strategy or other areas of significant development. The supporting text of the policy has been revised so that these updates to the policy text are reflected. Further updates to the supporting text of the policy have also been made so that it is clear that showing that development can meet the appropriate energy use intensity limits within the UK net Zero Carbon Buildings Standard can be used as a means to demonstrate that the development is highly energy

efficient. Further detail about the approach to energy offsetting is also provided in the supporting text which now states that developers will need to justify and demonstrate why it is not possible to provide sufficient renewable electricity generation on-site. Additional updates to the supporting text set out that contributions relating to energy offsetting are to be spent on the delivery of new additional renewable energy generation within the city.

Policy NZC3 Embodied carbon, materials and circular economy

This policy was titled Policy NZC3 Embodied carbon, materials and waste in the Draft Local Plan November 2022 Further Consultation version. The Interim SA Report (2019) did not consider alternatives for Policy NZC3 as this policy was not presented in the Draft Local Plan March 2019 Consultation version. This policy was initially presented in the Draft Local Plan November 2022 Further Consultation version.

As set out within the updated Scoping Report (2023), the Bristol Corporate Strategy (2022 – 2027) includes Priority ENV1 which is set out to align with the One City Climate Strategy aim for the city to be carbon neutral for all emissions by 2030. Furthermore, Priority ENV3 sets out the aim of the city becoming a national leader in reducing waste as well as increasing recycling and making use of waste for energy generation. A Climate Emergency was declared by BCC in 2019 and Bristol's timescale for being carbon neutral by 2030 is confirmed in the Bristol City Council Climate Emergency Action Plan 2022-2025. This aligns with the regional aims of reaching carbon neutrality area-wide by 2030 as identified in the West of England Climate and Ecological Strategy and Action Plan 2023. Furthermore, the One City Climate Strategy includes within its overarching strategy the approach of taking opportunities to develop new business models which focus on sustainable consumption, waste reduction and development of a circular economy. At the regional level, the West of England Climate and Ecological Strategy and Action Plan 2023 includes within its aims, the approach of investigating ways in which the Combined Authority could support a regional transition towards circular economy principles.

The overarching environmental objectives included in Chapter 2 of the NPPF (2021), includes the aim of '*adapting to climate change including moving to a low carbon economy*'. The context of Chapter 14 of the NPPF (2021) as set out above in relation to Policy NZC2, is also of relevance to Policy NZC3. Specific reference is made in this chapter of the Framework to the use of the planning system to '*encourage the reuse of existing resources*' and that development should take '*account of landform, layout, building orientation, massing and landscaping to minimise energy consumption*'.

Policy NZC3 sets out how development should minimise embodied carbon, utilise sustainable materials and incorporate circular economy principles. This approach aligns with the Corporate Strategy direction and the aims of the One City Ecological Emergency Strategy and the West of England Climate and Ecological Strategy and Action Plan and is broadly in accordance with NPPF. A 'policy-off' option is therefore not considered further.

The policy has been subject to a number of changes since the Draft Local Plan November 2022 Further Consultation version. The policy text now includes reference to upfront embodied carbon (construction phase) targets in addition to those for the whole-life cycle of a development. Furthermore, the whole-life cycle embodied carbon targets have been amended so that the less than 625 kgCO₂e/m² and less than 800 kgCO₂e/m² targets are now applicable to schemes with 5 storeys or less and 6 storeys or less, respectively. When compared to the Draft Local Plan November 2022 Further Consultation version policy,

the targets have now been applied to schemes with one additional storey in both instances. The policy text also sets out additional criteria by which the global warming impact of the refrigerants should be minimised as well as stating that refrigerants and their associated impacts should be included within the embodied carbon assessment. Specific reference is now included in the policy to the circular economy and it is required that Sustainability Statements should demonstrate how circular economy principles have been embedded in the design of proposals.

Changes to the supporting text for the policy reflect those made to the policy text. This text now sets out additional information about how the Sustainability Statement should include an embodied carbon strategy and should be used to demonstrate how a proposal has adopted circular economy principles. The supporting text also is now clear that the applicant will have to justify and demonstrate that it is not possible for their proposal to achieve the embodied carbon targets for the carbon offset fund to be applicable.

Policy NZC4 Adaptation to a changing climate

This policy was titled Policy CCS3 Adaptation to a changing climate in the Draft Local Plan March 2019 Consultation version and appraised as this in the Interim SA Report (2019). Two alternatives were considered:

- Option 1 No new policy in relation to adaptation to climate change; or
- Option 2 Introduce new policy in relation to adaptation to climate change.

The Interim SA Report (2019) states that a 'no policy option' is not considered a reasonable alternative for the Local Plan Review.

Policy NZC4 was initially presented as a replacement for Policy CCS3 in the Draft Local Plan November 2022 Further Consultation version. Policy NZC4 as presented in the Draft Local Plan November 2022 Further Consultation version included a small number of changes to the policy. The policy text was revised so that the design of development should consider the urban heat island effect and conserving water supplies. Updates to the supporting text of the policy include reference to the requirement for the adaptation strategy for a proposal to take account of the latest evidence base including UK Climate Projections, Bristol's heat vulnerability mapping and for residential development, the Good Homes Alliance Early Stage Overheating Risk Tool checklist.

The text of this policy was subject to substantial revision in the Bristol Local Plan Pre-Submission Publication Version (November 2023). The first paragraph of the policy has been amended so that there is a requirement to prepare an adaptation strategy to demonstrate the resilience of proposals to the effects of climate change. The requirements such strategies should meet in relation to how a proposal's design should respond to its context, as well as how it has been informed by an adaptive pathways approach, is set out later in the policy. The policy now also includes paragraphs that require proposals to be supported by an assessment of context in relation to climate change, including related hazards, the potential vulnerabilities of occupants, local needs and opportunities relating to climate change impacts and if the proposal might exacerbate climate change risks. General principles that adaptation strategies should address are now set out in the final paragraph of the policy. These include requirements for a description

of how the development is resilient to flooding, and the use of multi-functional SuDS, as well as a description of how the development responds to the significant climate risks identified.

The supporting text of the policy has also been amended so that it reflects the updated requirements of the policy in relation to what any adaptation strategy should cover. This text also now updates the list of evidence that an adaptation strategy should take account of to include Bristol's Strategic Flood Risk Assessment. Reference that was previously included in the supporting text in the Draft Local Plan November 2022 Further Consultation version, to suggested methods for adapting to and/or reducing impacts on water resources and risk of overheating, is now removed.

Policy NZC5 Renewable energy development

This policy was titled Policy CCS5 Renewable energy development in the Draft Local Plan March 2019 Consultation version and appraised as this in the Interim SA Report (2019). Two alternatives were considered:

- Option 1 No policy in relation to renewable energy development; or
- Option 2 Introduce new policy in relation to renewable energy development.

The Interim SA Report (2019) states that a 'no policy option' is not considered a reasonable alternative for the Local Plan Review.

Policy NZC5 was initially presented as a replacement for Policy CCS5 in the Draft Local Plan November 2022 Further Consultation version. Policy NZC5 as presented in the Draft Local Plan November 2022 Further Consultation version included a number of changes to the policy. The policy text provided support for proposals for renewable energy storage in addition to those for renewable energy capacity. The policy text was also amended so that specific support was provided for development of new renewable energy capacity and energy storage within the Avonmouth Industrial and Bristol Port area. In the Draft Local Plan March 2019 Consultation version this was only included in the supporting text of the policy.

The text of this policy has been revised in the Publication Version, whereby support is provided for the expansion of heat networks in the city. The supporting text of the policy now reflects the support for the expansion of key heat network infrastructure, particularly in areas already identified for the initial network. The supporting text is also clear that support will be given to the development of infrastructure associated with the Strategic Heat Main.

FR2: Bristol Avon Flood Strategy (new Publication Version November 2023 policy)

The Interim SA Report 2019 did not consider alternatives for Policy FR2 given it is a new policy that did not form part of the Draft Local Plan March 2019 Consultation version.

As set out within the updated Scoping Report (2023), the Bristol Corporate Strategy (2022 – 2027) includes Priority ES4 which addresses adaptation to the effects of climate change. This includes the aim of ensuring that new and existing infrastructure is resilient to extreme weather and flooding resulting from climate change. The Bristol Local Flood Risk Management Strategy (2023) is aligned with and based on the ambitions of the Environment Agency's national strategy and also reflects the needs of Bristol's declaration of a Climate Emergency and Ecological Emergency. The strategy's objectives include the

active management of *'flood risk infrastructure to reduce the likelihood of flooding causing harm to people and damage to society, the economy and the environment'*.

The NPPF (2021) Chapter 3 sets out the approach to plan making that local authorities should take. This includes strategic policies that set the pattern, scale and design quality of places, and make sufficient provision for infrastructure for flood risk and coastal change management. Chapter 8 of the Framework follows through this requirement for the planning system to take *'full account of flood risk and coastal change'*. Furthermore, *'all plans should apply a sequential, risk-based approach to the location of development'* and residual risk should be managed including through *'opportunities provided by new development and improvements in green and other infrastructure to reduce the causes and impacts of flooding'*.

Policy FR2 seeks to ensure that flood risk from the River Avon is addressed on a strategic basis with development located within or adjacent to areas that are essential for the delivery of future flood defences and enhanced multi-purpose greenway to deliver this infrastructure or accommodate space for its delivery. This approach aligns with the Corporate Strategy direction and the Bristol Local Flood Risk Management Strategy and is broadly in accordance with NPPF. A 'policy-off' option is therefore not considered further.

CCS4: Resource efficient and low impact construction (this policy has not been taken forward in the Publication Version November 2023 Draft Local Plan)

- Option 1 No new policy in relation to resource efficient and low impact construction; or
- Option 2 Introduce new policy in relation to resource efficient and low impact construction.

The Interim SA Report (2019) states that a 'no policy option' is not considered a reasonable alternative for the Local Plan Review. The Draft Local Plan Further Consultation November 2022 version states that this policy (and Policies CCS1, CCS2, CCS3 and CCS5) is replaced by Policies NZC1 to NZC5 in the Publication Version November 2023 Draft Local Plan.

Assessment and evaluation of effects

Consideration of technical and other difficulties in the identification / assessment of alternatives

In terms of difficulties encountered in identifying reasonable alternatives of policies under this theme, the following specific issues were considered:

- The evidence behind some of the targets set out in these Policies is not set out within the Publication Version November 2023 Draft Local Plan.

Summary of assessment findings

As described above, several changes have been made to the net zero and climate and flooding policies between the Draft Local Plan March 2019 Consultation and the Publication Version November 2023 Draft Local Plan. As such, the assessment of the expected effects of these policies reflects these changes and are adjusted when compared to those reported in the Interim SA Report (2019), which are included as annex to this report. To ensure that all expected effects of new policies included in the Local Plan are presented in this report, a summary of the effects for these policies is also set out below.

Policy NZC1 Climate change, sustainable design and construction

SEA Theme	SA Framework Objective	D-M Criteria	Policy NZC1							
			Significance of Effect (0/+/- / ?)			Direct (D) or Indirect (I)	Temporary (T) or Permanent (P)	Spatial Scale of Effect	Receptors (R) and/or affected groups (AGs)	Suggested Appropriate Mitigation (AM) / Policy Cross-reference (CR) / opportunity to maximise benefit (MB)
			Short	Medi	Long					
Population, Housing and Communities	1.To ensure an adequate and diverse supply of housing that is affordable to everyone	DMC1 DMC2 DMC3 DMC4	+/?	+	+	I	Both	Local and City-wide.	R: Local housing market, Bristol’s population; AG: Bristol’s population.	n/a
	2. Promote the conservation and wise use of land, maximising the reuse of previously developed land	DMC5 DMC6 DMC7	0/?	0/?	0/?	I	Both	Local and City-wide.	As above, plus: R: Bristol’s local economy; AG: Local businesses.	n/a
	3. Ensure easy and affordable access to key services	DMC8	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
	4. Increase participation in cultural and community activities	DMC9	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Health and Inequalities	5. To reduce poverty and income inequality and improve the quality of life for those in areas of concentrated disadvantage	DMC10 DMC11	+/?	+/?	+/?	I	Both	Local and City-wide.	R: Built environment. AG: Bristol’s population.	n/a
	6. To reduce health inequalities and promote healthy lifestyles across the city	DMC12 DMC13 DMC14	+/?	+/?	+/?	Both	Both	Local and City-wide.	R: Public health. AG: Bristol’s population.	n/a
	7. Ensure access to education and learning for all sections of society	DMC15 DMC16	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Economy and Employment	8. To support the economy and ensure that there are suitable opportunities for employment	DMC17 DMC18 DMC19 DMC20 DMC21	+/?	+/?	+/?	Both	Both	Local and City-wide.	R: Bristol’s local economy, AG: Local businesses, Bristol’s population.	n/a
	9. Ensure access to a range of shopping facilities for all sections of society	DMC22 DMC23	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Townscape and Landscape	10. To ensure the conservation and enhancement of local character including important landscape features and the historic environment and its setting	DMC24	?	?	?	I	P	Local and City-wide.	R: Cultural heritage; built environment; AG: Bristol’s population.	n/a
	11. To ensure the conservation and enhancement of biological and geological assets and improve the quality of wildlife habitats	DMC25 DMC26	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
	12. To ensure the protection and enhancement of green and blue infrastructure	DMC27	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Transport	13. To encourage a demonstrable modal shift and reduce the need to travel	DMC28 DMC29	+/?	+/?	+/?	I	Both	Local and City-wide.	R: Public health. AG: Bristol’s population.	n/a
	14. To maintain and improve the existing highway network	DMC30 DMC31	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Climate, Energy and Waste	15. To reduce the risk of flooding from all sources	DMC32 DMC33	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
	16. Sustainably manage natural resources, including water demand and quality and reducing waste being landfilled	DMC34 DMC35 DMC36 DMC37	+/?	++/?	+/?	D	Both	Local; City-wide; Trans-boundary.	R: Natural environment (water and land); AG: Bristol’s population; local wildlife.	n/a
	17. Minimise air and noise pollution	DMC38	+/?	+/?	+/?	I	Both	Local; City-wide; Trans-boundary.	R: Localised air quality; biodiversity; public health; built environment; AG: Bristol’s population; local wildlife.	n/a
	18. To maximise the potential for energy efficiency, reduce greenhouse gas emissions and ensure that the built and natural environment and its communities can withstand the effects of climate change	DMC39 DMC40 DMC41 DMC42	+/?	++/?	+/?	D	Both	Local; City-wide; Trans-boundary.	R: Natural environment (water); AG: Bristol’s population; local wildlife.	n/a

Policy NZC2 Net zero carbon development – operational carbon

SEA Theme	SA Framework Objective	D-M Criteria	Policy NZC2						Spatial Scale of Effect	Receptors (R) and/or affected groups (AGs)	Suggested Appropriate Mitigation (AM) / Policy Cross-reference (CR) / opportunity to maximise benefit (MB)
			Significance of Effect (0/+/- / ?)			Direct (D) or Indirect (I)	Temporary (T) or Permanent (P)				
			Short	Medi	Long						
Population, Housing and Communities	1.To ensure an adequate and diverse supply of housing that is affordable to everyone	DMC1 DMC2 DMC3 DMC4	-/?	?	?	I	Both	Local and City-wide.	R: Local housing market, Bristol’s population; AG: Bristol’s population.	AM: As required by the Planning Practice Guidance, prepare a viability assessment in accordance with guidance to ensure that policies are realistic and the total cost of all relevant policies (such as this one) is not of a scale that will make the plan (and ambitions to exceed 33,500 homes) undeliverable.	
	2. Promote the conservation and wise use of land, maximising the reuse of previously developed land	DMC5 DMC6 DMC7	0/?	0/?	0/?	I	Both	Local and City-wide.	As above, plus: R: Bristol’s local economy; AG: Local businesses.	n/a	
	3. Ensure easy and affordable access to key services	DMC8	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	
	4. Increase participation in cultural and community activities	DMC9	-/?	?	?	I	Both	Local and City-wide.	R: Cultural heritage, public health; AG: Bristol’s population.	As above, related to viability.	
Health and Inequalities	5. To reduce poverty and income inequality and improve the quality of life for those in areas of concentrated disadvantage	DMC10 DMC11	-/?	?	?	I	Both	Local.	R: Local housing market; local economy, Bristol’s population; AG: Bristol’s population.	As above, related to viability.	
	6. To reduce health inequalities and promote healthy lifestyles across the city	DMC12 DMC13 DMC14	0/?	0/?	0/?	I	Both	Local and City-wide.	R: Public health. AG: Bristol’s population.	n/a	
	7. Ensure access to education and learning for all sections of society	DMC15 DMC16	-/?	?	?	I	Both	Local	R: Local housing market; local economy, Bristol’s population; AG: Bristol’s population.	As above, related to viability.	
Economy and Employment	8. To support the economy and ensure that there are suitable opportunities for employment	DMC17 DMC18 DMC19 DMC20 DMC21	?	+/?	+/?	Both	Both	Local and City-wide.	R: Bristol’s local economy, AG: Local businesses, Bristol’s population.	n/a	
	9. Ensure access to a range of shopping facilities for all sections of society	DMC22 DMC23	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	
Townscape and Landscape	10. To ensure the conservation and enhancement of local character including important landscape features and the historic environment and its setting	DMC24	?	?	?	I	P	Local and City-wide.	R: Cultural heritage; built environment; AG: Bristol’s population.	n/a	
	11. To ensure the conservation and enhancement of biological and geological assets and improve the quality of wildlife habitats	DMC25 DMC26	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	
	12. To ensure the protection and enhancement of green and blue infrastructure	DMC27	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	
Transport	13. To encourage a demonstrable modal shift and reduce the need to travel	DMC28 DMC29	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	
	14. To maintain and improve the existing highway network	DMC30 DMC31	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	
Climate, Energy and Waste	15. To reduce the risk of flooding from all sources	DMC32 DMC33	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	
	16. Sustainably manage natural resources, including water demand and quality and reducing waste being landfilled	DMC34 DMC35 DMC36 DMC37	+/?	++/?	+/?	D	Both	Local; City-wide; Trans-boundary.	R: Natural environment (water and land); AG: Bristol’s population; local wildlife.	n/a	
	17. Minimise air and noise pollution	DMC38	+/?	+/?	+/?	I	Both	Local; City-wide; Trans-boundary.	R: Localised air quality; biodiversity; public health; built environment; AG: Bristol’s population; local wildlife.	n/a	
	18. To maximise the potential for energy efficiency, reduce greenhouse gas emissions and ensure that the built and natural environment and its communities can withstand the effects of climate change	DMC39 DMC40 DMC41 DMC42	+	++	+	D	Both	Local; City-wide; Trans-boundary.	R: Natural environment (water); AG: Bristol’s population; local wildlife.	n/a	

Policy NZC3 Embodied carbon, materials and circular economy

SEA Theme	SA Framework Objective	D-M Criteria	Policy NZC3									
			Significance of Effect (0/+/- / ?)			Direct (D) or Indirect (I)	Temporary (T) or Permanent (P)	Spatial Scale of Effect	Receptors (R) and/or affected groups (AGs)	Suggested Appropriate Mitigation (AM) / Policy Cross-reference (CR) / opportunity to maximise benefit (MB)		
			Short	Medi	Long							
Population, Housing and Communities	1.To ensure an adequate and diverse supply of housing that is affordable to everyone	DMC1 DMC2 DMC3 DMC4	-/?	-/?	-/?	I	P	Local and City- wide.	R: Local housing market, Bristol’s population, Bristol’s local economy; AG: Bristol’s population, Local businesses.	AM: As required by the Planning Practice Guidance, prepare a viability assessment in accordance with guidance to ensure that policies are realistic and the total cost of all relevant policies (such as this one) is not of a scale that will make the plan (and ambitions to exceed 33,500 homes) undeliverable.		
	2. Promote the conservation and wise use of land, maximising the reuse of previously developed land	DMC5 DMC6 DMC7	+	+	+	I	P	Local and City- wide.	As above.	n/a		
	3. Ensure easy and affordable access to key services	DMC8	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a		
	4. Increase participation in cultural and community activities	DMC9	n/a	n/a	n/a	I	P	Local and City- wide.	R: Cultural heritage, public health; AG: Bristol’s population.	n/a		
Health and Inequalities	5. To reduce poverty and income inequality and improve the quality of life for those in areas of concentrated disadvantage	DMC10 DMC11	+/?	+/?	+/?	I	P	Local and City- wide.	R: Built environment. AG: Bristol’s population.	CR: Ensure appropriate cross-references to retained and draft policies relating to high-quality design.		
	6. To reduce health inequalities and promote healthy lifestyles across the city	DMC12 DMC13 DMC14	n/a	n/a	n/a	n/a	n/a	n/a	n/a	MB: Include reference to reducing emissions from vehicles transporting construction materials.		
	7. Ensure access to education and learning for all sections of society	DMC15 DMC16	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a		
Economy and Employment	8. To support the economy and ensure that there are suitable opportunities for employment	DMC17 DMC18 DMC19 DMC20 DMC21	?	+?	+?	I	P	Local and City- wide.	R: Bristol’s local economy, AG: Local businesses, Bristol’s population.	n/a		
	9. Ensure access to a range of shopping facilities for all sections of society	DMC22 DMC23	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a		
Townscape and Landscape	10. To ensure the conservation and enhancement of local character including important landscape features and the historic environment and its setting	DMC24	+?	+?	+?	D	P	Local and City- wide.	R: Built environment, AG: Local businesses, Bristol’s population.	n/a – mitigation provided by policies within the Plan.		
	11. To ensure the conservation and enhancement of biological and geological assets and improve the quality of wildlife habitats	DMC25 DMC26	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a		
	12. To ensure the protection and enhancement of green and blue infrastructure	DMC27	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a		
Transport	13. To encourage a demonstrable modal shift and reduce the need to travel	DMC28 DMC29	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a		
	14. To maintain and improve the existing highway network	DMC30 DMC31	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a		
Climate, Energy and Waste	15. To reduce the risk of flooding from all sources	DMC32 DMC33	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a		
	16. Sustainably manage natural resources, including water demand and quality and reducing waste being landfilled	DMC34 DMC35 DMC36 DMC37	++	++	++	D	P	Local; City-wide; Trans-boundary.	R: Natural environment (water and land); Public health; Built environment AG: Bristol’s population.	n/a		
	17. Minimise air and noise pollution	DMC38	+	+	+	I	P	Local; City-wide; Trans-boundary.	R: Natural environment (water and land). AG: Bristol’s population; local wildlife.	n/a		
	18. To maximise the potential for energy efficiency, reduce greenhouse gas emissions and ensure that the built and natural environment and its communities can withstand the effects of climate change	DMC39 DMC40 DMC41 DMC42	++	++	++	D	P	Local; City-wide; Trans-boundary.	R: Localised air quality; biodiversity; public health; built environment; AG: Bristol’s population; local wildlife.	n/a		

Policy NZC4 Adaptation to a changing climate

SEA Theme	SA Framework Objective	D-M Criteria	Policy NZC4							
			Significance of Effect (0/+/- / ?)			Direct (D) or Indirect (I)	Temporary (T) or Permanent (P)	Spatial Scale of Effect	Receptors (R) and/or affected groups (AGs)	Suggested Appropriate Mitigation (AM) / Policy Cross-reference (CR) / opportunity to maximise benefit (MB)
			Short	Medi	Long					
Population, Housing and Communities	1.To ensure an adequate and diverse supply of housing that is affordable to everyone	DMC1 DMC2 DMC3 DMC4	-/?	-/?	-/?	I	Both	Local and City-wide.	R: Local housing market, Bristol’s population; AG: Bristol’s population.	AM: As required by the Planning Practice Guidance, prepare a viability assessment in accordance with guidance to ensure that policies are realistic and the total cost of all relevant policies (such as this one) is not of a scale that will make the plan (and ambitions to exceed 33,500 homes) undeliverable.
	2. Promote the conservation and wise use of land, maximising the reuse of previously developed land	DMC5 DMC6 DMC7	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
	3. Ensure easy and affordable access to key services	DMC8	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
	4. Increase participation in cultural and community activities	DMC9	n/a	n/a	n/a	I	P	Local and City-wide.	R: Cultural heritage, public health; AG: Bristol’s population.	n/a
Health and Inequalities	5. To reduce poverty and income inequality and improve the quality of life for those in areas of concentrated disadvantage	DMC10 DMC11	+/?	+/?	+/?	I	Both	Local and City-wide.	R: Built environment. AG: Bristol’s population.	n/a
	6. To reduce health inequalities and promote healthy lifestyles across the city	DMC12 DMC13 DMC14	+	+	+	Both	Both	Local and City-wide	R: Public health. AG: Bristol’s population.	n/a
	7. Ensure access to education and learning for all sections of society	DMC15 DMC16	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Economy and Employment	8. To support the economy and ensure that there are suitable opportunities for employment	DMC17 DMC18 DMC19 DMC20 DMC21	?	?	+?	Both	Both	Local and City-wide.	R: Bristol’s local economy, AG: Local businesses, Bristol’s population.	n/a
	9. Ensure access to a range of shopping facilities for all sections of society	DMC22 DMC23	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Townscape and Landscape	10. To ensure the conservation and enhancement of local character including important landscape features and the historic environment and its setting	DMC24	?	?	?	I	P	Local and City-wide.	R: Cultural heritage; built environment; AG: Bristol’s population.	n/a
	11. To ensure the conservation and enhancement of biological and geological assets and improve the quality of wildlife habitats	DMC25 DMC26	+/?	+/?	+/?	I	P	Local; City-wide; trans-boundary	R: Local wildlife and biodiversity; natural environment; AG: Bristol’s population; wildlife.	n/a – mitigation addressed by other Local Plan policies.
	12. To ensure the protection and enhancement of green and blue infrastructure	DMC27	+/?	++/?	+/?	D	P	Local and City-wide.	As above.	n/a
Transport	13. To encourage a demonstrable modal shift and reduce the need to travel	DMC28 DMC29	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
	14. To maintain and improve the existing highway network	DMC30 DMC31	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Climate, Energy and Waste	15. To reduce the risk of flooding from all sources	DMC32 DMC33	+/?	+/?	+/?	Both	Both	Local and City-wide.	R: Natural environment (water); AG: Bristol’s population; local wildlife.	CR: Include examples of how to minimise the risk and impact of flooding, such as raising floor levels and using flood resilient measures, as suggested by the Environment Agency in LPR Consultation (March 2019).
	16. Sustainably manage natural resources, including water demand and quality and reducing waste being landfilled	DMC34 DMC35 DMC36 DMC37	++	++	++	D	Both	Local.	R: Natural environment (water and land); AG: Bristol’s population; local wildlife.	n/a
	17. Minimise air and noise pollution	DMC38	+/?	++/?	+/?	I	Both	Local and City-wide.	R: Localised air quality; biodiversity; public health; built environment; AG: Bristol’s population; local wildlife.	n/a
	18. To maximise the potential for energy efficiency, reduce greenhouse gas emissions and ensure that the built and natural environment and its communities can withstand the effects of climate change	DMC39 DMC40 DMC41 DMC42	+/?	++/?	+/?	D	Both	Local and City-wide.	R: Natural environment (water); AG: Bristol’s population; local wildlife.	n/a

Policy NZC5 Renewable energy development

SEA Theme	SA Framework Objective	D-M Criteria	Policy NZC5							
			Significance of Effect (0/+/- / ?)			Direct (D) or Indirect (I)	Temporary (T) or Permanent (P)	Spatial Scale of Effect	Receptors (R) and/or affected groups (AGs)	Suggested Appropriate Mitigation (AM) / Policy Cross-reference (CR) / opportunity to maximise benefit (MB)
			Short	Medi	Long					
Population, Housing and Communities	1.To ensure an adequate and diverse supply of housing that is affordable to everyone	DMC1 DMC2 DMC3 DMC4	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
	2. Promote the conservation and wise use of land, maximising the reuse of previously developed land	DMC5 DMC6 DMC7	0/?	0/?	0/?	I	Both	Local and City-wide.	As above, plus: R : Bristol's local economy; AG : Local businesses.	n/a
	3. Ensure easy and affordable access to key services	DMC8	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
	4. Increase participation in cultural and community activities	DMC9	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Health and Inequalities	5. To reduce poverty and income inequality and improve the quality of life for those in areas of concentrated disadvantage	DMC10 DMC11	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
	6. To reduce health inequalities and promote healthy lifestyles across the city	DMC12 DMC13 DMC14	+	+	+	Both	Both	Local and City-wide	R : Public health. AG : Bristol's population.	n/a
	7. Ensure access to education and learning for all sections of society	DMC15 DMC16	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Economy and Employment	8. To support the economy and ensure that there are suitable opportunities for employment	DMC17 DMC18 DMC19 DMC20 DMC21	?	?	?	Both	Both	Local and City-wide.	R : Bristol's local economy, AG : Local businesses, Bristol's population.	n/a
	9. Ensure access to a range of shopping facilities for all sections of society	DMC22 DMC23	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Townscape and Landscape	10. To ensure the conservation and enhancement of local character including important landscape features and the historic environment and its setting	DMC24	?	?	?	I	P	Local and City-wide.	R : Cultural heritage; built environment. AG : Bristol's population.	n/a
	11. To ensure the conservation and enhancement of biological and geological assets and improve the quality of wildlife habitats	DMC25 DMC26	?	?	?	I	P	Local and City-wide.	R : Local wildlife and biodiversity; natural environment. AG : Bristol's population; wildlife.	n/a – mitigation addressed by other Local Plan policies.
	12. To ensure the protection and enhancement of green and blue infrastructure	DMC27	?	?	?	D	P	Local; City-wide; Trans-boundary.	As above.	n/a – mitigation addressed by other Local Plan policies.
Transport	13. To encourage a demonstrable modal shift and reduce the need to travel	DMC28 DMC29	?	?	?	I	Both	Local and City-wide.	R : Bristol's transport and energy network; AG : Bristol's population; transport sector.	n/a
	14. To maintain and improve the existing highway network	DMC30 DMC31	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Climate, Energy and Waste	15. To reduce the risk of flooding from all sources	DMC32 DMC33	?	?	?	Both	Both	Local; City-wide; Trans-boundary.	R : Natural environment (water); AG : Bristol's population; local wildlife.	n/a
	16. Sustainably manage natural resources, including water demand and quality and reducing waste being landfilled	DMC34 DMC35 DMC36 DMC37	+/?	+/?	+/?	I	Both	Local; City-wide; Trans-boundary.	R : Natural environment (water and land); AG : Bristol's population; local wildlife.	n/a
	17. Minimise air and noise pollution	DMC38	+/?	+/?	+/?	I	Both	Local; City-wide; Trans-boundary.	R : Localised air quality; biodiversity; public health; built environment; AG : Bristol's population; local wildlife.	n/a
	18. To maximise the potential for energy efficiency, reduce greenhouse gas emissions and ensure that the built and natural environment and its communities can withstand the effects of climate change	DMC39 DMC40 DMC41 DMC42	++	++	++	D	Both	Local; City-wide; Trans-boundary.	R : Natural environment (water); AG : Bristol's population; local wildlife.	AM : Update evidence for renewable energy potential (including existing Heat Priority Areas; areas of Solar Potential etc).

Policy FR2 Bristol Avon Flood Strategy

SEA Theme	SA Framework Objective	D-M Criteria	Policy NZC5							
			Significance of Effect (0/+/- / ?)			Direct (D) or Indirect (I)	Temporary (T) or Permanent (P)	Spatial Scale of Effect	Receptors (R) and/or affected groups (AGs)	Suggested Appropriate Mitigation (AM) / Policy Cross-reference (CR) / opportunity to maximise benefit (MB)
			Short	Medi	Long					
Population, Housing and Communities	1. To ensure an adequate and diverse supply of housing that is affordable to everyone	DMC1 DMC2 DMC3 DMC4	-/?	?	+/?	I	P	Local and city-wide	R: Local housing market, Bristol's population, Bristol's local economy; AG: Bristol's population, Local businesses.	n/a – mitigation addressed by other Local Plan policies.
	2. Promote the conservation and wise use of land, maximising the reuse of previously developed land	DMC5 DMC6 DMC7	n/a	n/a	n/a	n/a	n/a	n/a	n/a	
	3. Ensure easy and affordable access to key services	DMC8	n/a	n/a	n/a	n/a	n/a	n/a	n/a	
	4. Increase participation in cultural and community activities	DMC9	n/a	n/a	n/a	n/a	n/a	n/a	n/a	
Health and Inequalities	5. To reduce poverty and income inequality and improve the quality of life for those in areas of concentrated disadvantage	DMC10 DMC11	n/a	n/a	n/a	n/a	n/a	n/a	n/a	
	6. To reduce health inequalities and promote healthy lifestyles across the city	DMC12 DMC13 DMC14	n/a	n/a	n/a	n/a	n/a	n/a	n/a	
	7. Ensure access to education and learning for all sections of society	DMC15 DMC16	n/a	n/a	n/a	n/a	n/a	n/a	n/a	
Economy and Employment	8. To support the economy and ensure that there are suitable opportunities for employment	DMC17 DMC18 DMC19 DMC20 DMC21	-/?	?	+/?	Both	Both	Local and City-wide.	R: Bristol's local economy, AG: Local businesses, Bristol's population.	n/a – mitigation addressed by other Local Plan policies.
	9. Ensure access to a range of shopping facilities for all sections of society	DMC22 DMC23	n/a	n/a	n/a	n/a	n/a	n/a	n/a	
Townscape and Landscape	10. To ensure the conservation and enhancement of local character including important landscape features and the historic environment and its setting	DMC24	?	?	?	I	P	Local and city wide	R: Built environment, natural environment AG: Bristol's population	n/a – mitigation addressed by other Local Plan policies.
	11. To ensure the conservation and enhancement of biological and geological assets and improve the quality of wildlife habitats	DMC25 DMC26	?	?	?	I	P	Local and city wide	R: Local wildlife, natural environment AG: Bristol's population	CR: Reference to biodiversity policies and the need to ensure that development protects designated sites and local wildlife, and specifically Policy BG5 – Biodiversity and access to Bristol's waterways
	12. To ensure the protection and enhancement of green and blue infrastructure	DMC27	+	+	+	I	P	Local and city wide	R: Natural environment; Biodiversity. AG: Local wildlife	
Transport	13. To encourage a demonstrable modal shift and reduce the need to travel	DMC28 DMC29	+/?	+/?	+/?	D	P	Local and city wide	R: Bristol's transport network, public health, Bristol's population AG: Bristol's population	CR: to Policy BG5 – Biodiversity and access to Bristol's waterways
	14. To maintain and improve the existing highway network	DMC30 DMC31	n/a	n/a	n/a	n/a	n/a	n/a	n/a	
Climate, Energy and Waste	15. To reduce the risk of flooding from all sources	DMC32 DMC33	++	++	++	D	P	Local and city wide	R: Built environment, natural environment AG: Bristol's population	
	16. Sustainably manage natural resources, including water demand and quality and reducing waste being landfilled	DMC34 DMC35 DMC36 DMC37	+	+	+	D	P	Local and city wide	R: Built environment, natural environment AG: Bristol's population	
	17. Minimise air and noise pollution	DMC38	n/a	n/a	n/a	n/a	n/a	n/a	n/a	
	18. To maximise the potential for energy efficiency, reduce greenhouse gas emissions and ensure that the built and natural environment and its communities can withstand the effects of climate change	DMC39 DMC40 DMC41 DMC42	+	+	+	D	P	Local and city wide	R: Built environment, natural environment AG: Bristol's population	

Evaluation of Effects	Net zero and climate and flooding Scale of effects: The scale of effects would be predominantly localised and attributable to the individual site level. However, there is also potential for positive city-wide and transboundary effects associated with air pollution, carbon emissions, large-scale renewable and low carbon energy generation and flood risk. Social, economic and environmental effects for grouped policies: • Policy NZC1 is expected to have a positive effect in relation to SA Objective 1 given that it could support the development of adaptable and resilient housing. The effect is partly unknown given that the additional requirements of the policy may mean that some potential proposals for development (including residential, cultural, retail, educational and employment uses) are no longer viable. • In contrast, Policies NZC2, NZC3 and NZC4 are likely to have unknown, negative effects on SA Objectives 1 and 5 in the short term, based upon an assumption that the introduction of higher carbon emission reduction targets and particularly requirements for financial contributions to off-setting may impact viability. This potential effect could apply to both new residential and non-residential development, including for educational and cultural facilities, retail and employment space. However, as this effect is dependent on market conditions and other site-specific considerations this is also unknown. It is considered that this factor would become increasingly unknown for NZC2 in the medium to long term, as technology and viability improves. • Policy NZC3 is likely to have a positive effect in relation to SA Objective 2 given that it states that development should prioritise the renovation of existing buildings, which is likely to support bringing brownfield land and vacant sites back into use. Policy NZC1, NZC3 and NZC4 are likely to have an unknown • As Policies NZC1, NZC3 and NZC4 would require high design standards in terms of energy efficiency, green and blue infrastructure provision, and climate adaptability, these policies could have benefits for the built environment including within deprived areas. As such, positive effects are expected in relation to SA Objective 5. However, these effects are partially unknown as the increased cost of these standards could act to inhibit development and regeneration in more deprived areas. • Policies NZC2 to NZC4 could also increase the cost of delivering employment spaces in the short term (SA Objective 8), whilst simultaneously achieving objectives for supporting the creation of low or zero-carbon employment spaces. Given that policies would directly support the delivery of carbon neutral employment (through requirements for both on-site, off-setting measures and through supply chain), it is considered that this option is likely to impart minor positive effects. Policy NZC3 would have further benefits in relation to supporting growth in sectors related to the circular economy. • An unknown effect is also expected for Policy NZC5 in relation to SA Objective 8. The support the policy provides for renewable energy capacity and energy storage at the Avonmouth and Bristol Port area would provide high-skilled job opportunities in this key employment sector, however, it could also limit the availability of land for other uses in this area of important economic growth for the city. • For Policies FR1 and FR2 an unknown, negative effect is expected on SA Objective 1 and SA Objective 8. In the short term, this policy could increase the cost of delivering housing and employment spaces in some areas of the city by setting criteria in relation to incorporating flood mitigation, and potential financial contributions. In the case of Policy FR2, it may also result in direct land-take for flood defences in areas adjacent to the River Avon, albeit, this would unlock additional spaces for development in the future. • Policies NZC1, NZC2 and NZC4 would contribute to improving air quality by requiring greater energy efficiency and on-site renewable energy generation, leading to less pollution and contributing to improved living conditions, with a positive effect on SA Objectives 6 and 17. Policy NZC5 would support the transition from more polluting fuels to renewables which is likely to have a similarly positive effect in relation to SA Objectives 6 and 17. Given that Policy NZC1 also states that development should encourage walking and cycling, it is likely to have further benefits in relation to both of these SA Objectives. Policy NZC3 requires development to be supported by an ongoing strategy to reduce embodied carbon emissions and therefore positive effects are expected for SA Objective 17. Policy NZC4 is related to adapting to climate change and includes policy provision to support wellbeing, therefore a positive effect is recorded against SA Objective 6. • Policies NZC1, NZC2 and NZC4 would have an unknown effect on SA Objective 10 as the design measures required could conflict with policies referring to heritage and conservation. By contrast, Policy NZC3 prioritises the reuse and retrofit of existing structures, which could lead to the conservation and enhancement of heritage assets, and so a positive, but unknown, effect on this SA Objective. • Furthermore, Policy NZC5 would have an unknown effect on SA Objectives 10 and 11, as the policy states that impacts on natural and historic assets should not be a barrier to renewable energy development, although these considerations will be given significant weight when assessing these proposals. Policy NZC1, NZC2 and NZC3, could have indirect, macro-level benefits for Objective 11 and 12 by seeking reduce the negative implications of climate change on green and blue infrastructure, and biological and geological habitats and assets. These effects are broad however, and not likely to be policy-specific. • Policy FR2 could also result in negative effects arising from conflict with policies referring to heritage and conservation given the requirement for development to facilitate the delivery of future flood defences, although effects would be unknown until individual development proposals are brought forward. Therefore, a negative but unknown effect is recorded. Furthermore, the delivery of new flood defences could have implications for biodiversity. However, provision of an enhanced multi-purpose greenway could benefit landscape character and habitat connectivity in Bristol. Reducing the impacts of flooding on these assets would likely generate a positive effect. Therefore an overall unknown effect is therefore recorded for SA Objective 11. Given the potential for the greenway to support green infrastructure connectivity a positive effect is also recorded for SA Objective 12. • Given that it encourages the use of multifunctional green and blue infrastructure, noting the potential for this provision to provide biodiversity benefits, Policy NZC4 is expected to have a positive effect on SA Objectives 11 and 12. However, benefits to provision of GI is contingent upon both the scale and siting of development (i.e. extent of GI integrated) and the extent of biodiversity net gain proposed, and therefore the effects are partly unknown. • Positive but unknown effects are expected in relation to SA Objective 13 for Policy NZC1 as the policy encourages active travel and public transport use in order to minimise car use, but much of this detail is attributable to design proposals, extent of mitigation proposed and site-specific considerations. Policy FR2 would also have a positive effect on SA Objective 13 given it would facilitate the development of a multi-purpose greenway along the River Avon Frontage. Policy NZC5 would have an unknown effect on SA Objective 13, given that it could increase the quantum of renewable energy on the grid, which in turn could support more sustainable transport including travel by electric vehicles. However, it is noted that there are a number of dependencies for positive outcomes in this regard. • Policy NZC4 states that Adaptation Strategies should demonstrate how development is resilient to flooding and encourages the use of multi-functional SuDS. As such, a positive effect is expected for SA Objective 15. However, the scale of effect would be reliant on design details; location of development with respect to areas of existing and future flood risk; the degree of mitigation proposed; and the accuracy of flood risk modelling based on climate change scenarios, the effects of this option are partly unknown. Effects of this policy option against SA Objective 15 are not considered significant positive due to the overall focus of the policy on general climate change adaptation measures; the absence of a presumption against development on all types of flood risk; or reference to methods to mitigating or minimising impact of flood risk. • Policies NZC1, NZC2 and NZC3 are likely to have minor and significant positive effects on SA Objectives 16 and 18. These policies set out to address the efficient use of resources, by setting high standards for development (including achieving high levels of efficiency with regards to energy and water), minimising levels of embodied carbon and expecting on-site renewable energy generation and adaptability to the effects of climate change. Furthermore, Policy NZC3 states that development should seek to maximise the re-use of materials by embedding circular economy principles and should also minimise construction waste. Policy NZC4 requires development to design-in resilience to climate change, including water conservation, and therefore would also have a minor and significant positive effect on SA Objectives 16 and 18. It is considered that the potential for positive effects against both Objectives would increase as technology and application of sustainable materials / methods become both more available and more affordable to the market. Given the degree to which effects are positive is based upon design and forms of mitigation proposed, effects are also partly unknown. • Policy NZC5 would similarly have a significant positive on SA Objective 18 as it would encourage the large-scale production of renewable energy, thereby directly contributing to Bristol's transition towards net zero. • As considerations for the siting of renewable energy generation should be given weight, but should also not be a barrier for development, the effect of Policy NZC5 on SA Objective 17 in terms of noise pollution that might affect other types of development, are unknown. However, through minimising the need to use combustion powered energy which would have an adverse effect on air pollution, this policy would have an overall positive, but partly unknown, indirect effect on this objective. • Policies FR1 and FR2 are assessed as having a significant positive effect on SA Objective 15 given that they directly addresses the delivery of future flood defences as well as other mitigation to make sites safe from flood risk. Associated positive effects are expected in relation to SA Objective 16 given the potential link between flooding and contamination of water resources, and SA Objective 18 in relation to the potential to reduce the impact of climate change on communities.
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Policies DPM1 – AD1: Assessment of the Effects of Design and Conservation Policies

Policies DPM1 – AD1: Design and conservation

This section sets out the appraisal of the policies in the Publication Version November 2023 Draft Local Plan that address design and conservation. The policies appraised in this section set out the approach to creating inclusive and liveable communities and shaping successful places with a high quality public realm as part of an 'urban living' approach through high quality design. This includes through ensuring the creation of liveable environments in light of pursuing higher densities of development and that tall building are delivered in the right places and are designed to an appropriate standard. The Publication Version November 2023 Draft Local Plan includes the following policies in relation to this topic area:

- DPM1 Delivering well-designed, inclusive places
- DC1 Liveability in residential development including space standards and private outdoor living space
- DC2 Tall buildings
- DC3 Alterations to existing buildings
- DC4 Recycling and refuse provision in new development
- CHE1 Conservation and the historic environment
- AD1 Advertisements

Note that as Policies DC3 Alterations to existing buildings, DC4 Recycling and refuse provision in new development and CHE1 Conservation and the historic environment are carried forward from the adopted Site Allocations and Development Management Policies (2014) (Policies DM30 and DM32) and the Core Strategy (2011) (Policy BSC22), respectively, an appraisal of these policies is not presented in this report. The sustainability effects for these policies have been presented in the SA Report for the adopted Local Plan and it is considered that no material changes have occurred to the policy approach and the associated sustainability effects.

Realistic alternatives considered

The majority of the realistic alternatives considered for the policies relating to design and conversation are described in the Interim SA Report (2019) which is included as an annex to this report. However, the Publication Version November 2023 Draft also includes new policies (Policies DPM1 and AD1) which were not included in the Draft Local Plan March 2019 Consultation version, for which realistic alternatives are discussed below. The options considered are as follows:

Policy DPM1 Delivering well-designed, inclusive places

The Interim SA Report (2019) did not consider alternatives for Policy DPM1 as this policy was not presented in the Draft Local Plan March 2019 Consultation version. This policy was initially presented in the Draft Local Plan November 2022 Further Consultation version, where it was titled Policy DC A: Delivering well-designed, inclusive places.

The topic of inclusive design has implications for a wide range of issues. As set out within the updated Scoping Report (2023), the Bristol Corporate Strategy (2022 – 2027) includes Priority CYP4 which is set out to support intergenerational equality and improve health and life opportunities for all. Priority HCW1 is included to support health and wellbeing equality for local people of all ages and backgrounds, while Priority HC1 seeks to ensure access to sustainable housing for a wider range of residents. Priority HC4 is included to ensure that more people can actively participate in their community. Good design also relates

to how nature can be incorporated in the city and this aligns with Corporate Strategy Priority ENV2. The aim of improved connectivity in the city is set out through Priority TC1 of the Corporate Strategy.

The approach to achieving well-designed places is set out in the NPPF (2021) through Chapter 12. The Framework is clear that *'the creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve'* and that plans should set out a *'clear design vision and expectations'*. The National Design Guide (2021) details the ten characteristics (as presented in the introductory text for Policy DPM1) that well-designed places have.

Policy DPM1 sets out how new development should: be designed to contribute to the city's character, be neighbourly in terms of amenity and environment and be inclusive, creating equality of access and opportunity for all occupiers. This approach aligns with the Corporate Strategy direction and is broadly in accordance with NPPF. The policy has also been drafted to accord with the National Design Guide. Overall, a 'policy-off' option is therefore not considered further.

The policy has been subject to a small number of changes since the Draft Local Plan November 2022 Further Consultation version. The policy text now requires that major applications show how the design of development has been informed by engagement with the community. Furthermore, larger schemes, those open to the public, or those which interact with or create significant areas of public realm, are now expected by the policy to demonstrate how the provision / promotion of public art and cultural activity has been addressed. Changes to the supporting text for the policy reflect those made to the policy text.

Policy DC1 Liveability in residential development including space standards and private outdoor living space

Two options were considered within the Interim SA Report (2019):

- Option 1 No new policy in relation to liveability including space standards within the Local Plan; or
- Option 2 Introduce new policy in relation to liveability including space standards within the Local Plan.

The Interim SA Report (2019) states that a 'no policy option' is not considered a reasonable alternative for the Local Plan Review.

The policy text has been updated since the Draft Local Plan March 2019 Consultation version, whereby cross reference is now included to the updated relevant policies of the new Local Plan as well as BCC's design guides and codes. The policy is also now clear that the provision of private outdoor space as private balconies or gardens, or as communal gardens and roof terraces should be used where it is demonstrated that it is not feasible for the development to be provided with their own individual private outdoor spaces. Amendments to the supporting text of the policy are limited to clarifying that the nationally described space standard is published by the Government to set out a minimum internal floor area in m² that is appropriate for dwellings.

Policy DC2 Tall buildings

Two options were considered within the Interim SA Report (2019):

- Option 1 No new policy for tall buildings; or,

- Option 2 Introduce new draft policy in relation to tall buildings.

The Interim SA Report (2019) states that a 'no policy option' is not considered a reasonable alternative for the Local Plan Review.

The policy text has been updated since the Draft Local Plan March 2019 Consultation version. The policy text introduces a new criteria for tall buildings meaning that proposals of this type should not have a harmful impact in relation to daylight, privacy and outlook of neighbouring buildings. Furthermore, proposals for tall buildings are specifically required in the policy text to be supported by sufficient information on which to assess their impact. Only very minor changes have been made to the supporting text of the policy whereby a definition of tall buildings is set out as structures of 30 metres or more (equivalent to 10 storeys).

Policy AD1 Advertisements

This policy was titled DC B: Advertisements in the Draft Local Plan November 2022 Further Consultation version.

The Interim SA Report (2019) did not consider alternatives for Policy AD1 as this policy was not presented in the Draft Local Plan March 2019 Consultation version. This policy was initially presented in the Draft Local Plan November 2022 Further Consultation version.

The Town and Country Planning (Control of Advertisements) (England) Regulations 2007, sets out that Local Planning Authorities may exercise powers to control advertisements in the interest of amenity and public safety only. The protection of amenity and public safety sets the context for the development of Policy AD1.

Chapter 12 of the NPPF (2021) sets out the approach the planning system should take to achieve well-designed places. Planning policies are required by the Framework to '*create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users*'. This is in addition to the requirement to ensure that developments are '*sympathetic to local character and history, including the surrounding built environment and landscape setting*'. This chapter of the NPPF also directly requires that '*advertisements should be subject to control only in the interests of amenity and public safety, taking account of cumulative impacts*'.

Policy AD1 sets out criteria against which advertisements will be considered in relation to amenity and public safety. This approach is broadly in accordance with NPPF, and therefore a 'policy-off' option is therefore not considered further.

A small number of changes to Policy AD1 have been made since the Draft Local Plan November 2022 Further Consultation version. The policy has been revised to remove direct reference stating that planning consent would not be given to advertisements that have an unacceptable impact on amenity or public safety.

Assessment and evaluation of effects

Consideration of technical and other difficulties in the identification / assessment of alternatives

In terms of difficulties encountered in identifying reasonable alternatives of policies under this theme, the following specific issues were considered:

- Existing evidence base documents, including the Central Area Context Study, are considered to be relatively dated at the time of writing. While general design principles are established within Urban Living SPD and draft policy DC3, the case for introducing draft policies under this theme could be strengthened with area-specific evidence.

Summary of assessment findings

As described above, a small number of changes have been made to the design and conservation policies between the Draft Local Plan March 2019 Consultation and Bristol Local Plan Pre-Submission Publication Version (November 2023). As such, the assessment of the expected effects of these policies reflects these changes and are adjusted when compared to those reported in the Interim SA Report (2019), which are included as annex to this report. To ensure that all expected effects of new policies included in the Local Plan are presented in this report, a summary of the effects for these policies is also set out below.

Policy DPM1 Delivering well-designed, inclusive places

SEA Theme	SA Framework Objective	D-M Criteria	Policy DPM1							
			Significance of Effect (0/+/-/?)			Direct (D) or Indirect (I)	Temporary (T) or Permanent (P)	Spatial Scale of Effect	Receptors (R) and/or affected groups (AGs)	Suggested Appropriate Mitigation (AM) / Policy Cross-reference (CR) / opportunity to maximise benefit (MB)
			Short	Med	Long					
Population, Housing and Communities	1.To ensure an adequate and diverse supply of housing that is affordable to everyone	DMC1 DMC2 DMC3 DMC4	+/?	+/?	+/?	I	Both	Local and City-wide.	R: Local housing market, Bristol's population, Bristol's local economy; AG: Bristol's population, Local businesses.	n/a
	2. Promote the conservation and wise use of land, maximising the reuse of previously developed land	DMC5 DMC6 DMC7	+	+	+	I	Both	Local and City-wide.	As above.	n/a
	3. Ensure easy and affordable access to key services	DMC8	+/?	+/?	+/?	I	Both	Local and City-wide.	As above.	n/a
	4. Increase participation in cultural and community activities	DMC9	+	+	+	D	Both	Local and City-wide.	AG: Bristol's population.	n/a
Health and Inequalities	5. To reduce poverty and income inequality and improve the quality of life for those living in areas of concentrated disadvantage	DMC10 DMC11	+/?	+/?	+/?	n/a	n/a	n/a	n/a	n/a
	6. To reduce health inequalities and promote healthy lifestyles across the city	DMC12 DMC13 DMC14	+	+	+	I	Both	Local and City-wide.	R: Public health; built environment; air quality. Bristol's population; AG: Bristol's population; wildlife.	n/a
	7. Ensure access to education and learning for all sections of society	DMC15 DMC16	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Economy and Employment	8. To support the economy and ensure that there are suitable opportunities for employment	DMC17 DMC18 DMC19 DMC20 DMC21	0/?	0/?	0/?	I	Both	Local and City-wide	R: Bristol's local economy; AG: Local businesses	n/a
	9. Ensure access to a range of shopping facilities for all sections of society	DMC22 DMC23	+/?	+/?	+/?	I	Both	Local and City-wide	AG: Bristol's population	n/a
Townscape and Landscape	10. To ensure the protection and enhancement of the historic environment and its setting	DMC24	+	+	+	D	Both	Local and City-wide.	R: Built environment; cultural heritage.	n/a
	11. To ensure the protection and enhancement of biological and geological assets and improve the quality of wildlife habitats	DMC25 DMC26	+	+	+	I	Both	Local and City-wide.	R: Local wildlife and biodiversity; natural environment.; AG: Bristol's population; wildlife.	n/a
	12. To ensure the protection and enhancement of green and blue infrastructure and ensure access to a variety of open space and recreation	DMC27	+/?	+/?	+/?	I	Both	Local and City-wide	R: Natural environment, built environment, Bristol's population AR: Bristol's population; wildlife.	n/a
Transport	13. To encourage a demonstrable modal shift and reduce the need to travel	DMC28 DMC29	+	+	+	I	Both	Local and City-wide.	R: Bristol's transport network; air quality; AG: Bristol's population.	n/a
	14. To maintain and improve the existing highway network	DMC30 DMC31	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Climate, Energy and Waste	15. To reduce the risk of flooding from all sources	DMC32 DMC33	?	?	?	I	Both	Local; City-wide; Trans-boundary.	R: Natural environment (water); AG: Bristol's population; local wildlife.	n/a
	16. Sustainably manage natural resources, including water demand and quality and reducing waste being landfilled	DMC34 DMC35 DMC36 DMC37	+	+	+	I	Both	Local; City-wide; Trans-boundary.	R: Natural environment (land); AG: Bristol's population; local wildlife.	n/a
	17. Minimise air and noise pollution	DMC38	+	+	+	I	Both	Local; City-wide; Trans-boundary.	R: Natural environment (air); AG: Bristol's population; local wildlife.	n/a
	18. To maximise the potential for energy efficiency, reduce greenhouse gas emissions and ensure that the built and natural environment and its communities can withstand the effects of climate change	DMC39 DMC40 DMC41 DMC42	+	+	+	I	Both	Local and City-wide.	R: Localised air quality; biodiversity; public health; built environment; AG: Bristol's population; local wildlife.	n/a

Policy DC1 Liveability in residential development including space standards

SEA Theme	SA Framework Objective	D-M Criteria	Policy Option 2 - Introduce new policy in relation to liveability including space standards within the Local Plan							
			Assessment of Significance of Effect (0/+/-/?)			Direct (D) or Indirect (I)	Temporary (T) or Permanent (P)	Spatial Scale of Effect	Receptors (R) and/or affected groups (AGs)	Suggested Appropriate Mitigation (AM) / Policy Cross-reference (CR) / opportunity to maximise benefit (MB)
			Short	Med	Long					
Population, Housing and Communities	1.To ensure an adequate and diverse supply of housing that is affordable to everyone	DMC1 DMC2 DMC3 DMC4	+/?	+/?	+/?	D	P	Local and City-wide.	R: Local housing market, Bristol's population; AG: Bristol's population.	MB: Consider methods for extending requirements to Prior Approval Applications for Permitted Development Right for residential. MB: Make reference to flexibility in space standards for community-led or co-housing developments, where required.
	2. Promote the conservation and wise use of land, maximising the reuse of previously developed land	DMC5 DMC6 DMC7	+/?	+/?	+/?	D	P	Local and City-wide.	As above, plus: R: Bristol's local economy; AG: Local businesses.	n/a
	3. Ensure easy and affordable access to key services	DMC8	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
	4. Increase participation in cultural and community activities	DMC9	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Health and Inequalities	5. To reduce poverty and income inequality and improve the quality of life for those in areas of concentrated disadvantage	DMC10 DMC11	+/?	+/?	+/?	D	Both	Local and City-wide.	R: Built environment. AG: Bristol's population.	AM: Provide minimum liveability standards for short-term occupancy / identified occupier groups.
	6. To reduce health inequalities and promote healthy lifestyles across the city	DMC12 DMC13 DMC14	+/?	+/?	+/?	D	Both	Local and City-wide.	R: Public health. AG: Bristol's population.	n/a
	7. Ensure access to education and learning for all sections of society	DMC15 DMC16	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Economy and Employment	8. To support the economy and ensure that there are suitable opportunities for employment	DMC17 DMC18 DMC19 DMC20 DMC21	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
	9. Ensure access to a range of shopping facilities for all sections of society	DMC22 DMC23	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Townscape and Landscape	10. To ensure the protection and enhancement of the historic environment and its setting	DMC24	?	?	?	I	P	Local and City-wide.	R: Cultural heritage; built environment; AG: Bristol's population.	n/a
	11. To ensure the protection and enhancement of biological and geological assets and improve the quality of wildlife habitats	DMC25 DMC26	?	?	?	I	Both	Local and City-wide.	R: Local wildlife and biodiversity; natural environment; AG: Bristol's population; wildlife.	n/a
	12. To ensure the protection and enhancement of green and blue infrastructure and ensure access to a variety of open space and recreation	DMC27	+/?	+/?	+/?	D	Both	Local and City-wide.	As above.	n/a
Transport	13. To encourage a demonstrable modal shift and reduce the need to travel	DMC28 DMC29	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
	14. To maintain and improve the existing highway network	DMC30 DMC31	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Climate, Energy and Waste	15. To reduce the risk of flooding from all sources	DMC32 DMC33	?	?	?	I	Both	Local; City-wide; Trans-boundary.	R: Natural environment (water); AG: Bristol's population; local wildlife.	n/a
	16. Sustainably manage natural resources, including water demand and quality and reducing waste being landfilled	DMC34 DMC35 DMC36 DMC37	?	?	?	I	Both	Local; City-wide; Trans-boundary.	R: Natural environment (water); AG: Bristol's population; local wildlife.	n/a – mitigation addressed by other Local Plan policies.
	17. Minimise air and noise pollution	DMC38	?	?	?	I	Both	Local; City-wide; Trans-boundary.	R: Natural environment (water and land); AG: Bristol's population; local wildlife.	n/a
	18. To maximise the potential for energy efficiency, reduce greenhouse gas emissions and ensure that the built and natural environment and its communities can withstand the effects of climate change	DMC39 DMC40 DMC41 DMC42	?	?	?	I	Both	Local; City-wide; Trans-boundary.	R: Localised air quality; biodiversity; public health; built environment; AG: Bristol's population; local wildlife.	n/a

Policy DC2 Tall buildings

SEA Theme	SA Framework Objective	D-M Criteria	Policy Option 2 Introduce new draft policy in relation to tall buildings							Suggested Appropriate Mitigation (AM) / Policy Cross-reference (CR) / opportunity to maximise benefit (MB)
			Significance of Effect (0/+/- / ?)			Direct (D) or Indirect (I)	Temporary (T) or Permanent (P)	Spatial Scale of Effect	Receptors (R) and/or affected groups (AGs)	
			Short	Med	Long					
Population, Housing and Communities	1.To ensure an adequate and diverse supply of housing that is affordable to everyone	DMC1 DMC2 DMC3 DMC4	+/?	+/?	+/?	D	P	Local and City-wide.	R: Local housing market, Bristol's population. AG: Bristol's population.	n/a
	2. Promote the conservation and wise use of land, maximising the reuse of previously developed land	DMC5 DMC6 DMC7	+/?	+/?	+/?	D	P	Local and City-wide.	As above, plus: R: Bristol's local economy. AG: Local businesses.	n/a
	3. Ensure easy and affordable access to key services	DMC8	+/?	+/?	+/?	I	P	Local	R: Bristol's local economy; Bristol's transport network. AG: Local services; Bristol's population.	n/a
	4. Increase participation in cultural and community activities	DMC9	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Health and Inequalities	5. To reduce poverty and income inequality and improve the quality of life for those living in areas of concentrated disadvantage	DMC10 DMC11	+/?	+/?	+/?	D	Both	Local and City-wide.	R: Built environment. AG: Bristol's population.	n/a
	6. To reduce health inequalities and promote healthy lifestyles across the city	DMC12 DMC13 DMC14	?	?	?	D	Both	Local and City-wide.	R: Public health. AG: Bristol's population.	AM: Provide additional guidance on what is meant by 'excessive shadowing'.
	7. Ensure access to education and learning for all sections of society	DMC15 DMC16	?	?	?	I	P	Local and City-wide.	R: Bristol's local economy AG: Bristol's population; educational facilities.	n/a
Economy and Employment	8. To support the economy and ensure that there are suitable opportunities for employment	DMC17 DMC18 DMC19 DMC20 DMC21	+/?	+/?	+/?	D	P	Local and City-wide.	R: Bristol's local economy. AG: Local businesses, Bristol's population.	n/a
	9. Ensure access to a range of shopping facilities for all sections of society	DMC22 DMC23	+/?	+/?	+/?	I	Both	Local and City-wide.	As above.	n/a
Townscape and Landscape	10. To ensure the protection and enhancement of the historic environment and its setting	DMC24	0/?	0/?	0/?	D	P	Local and City-wide.	R: Cultural heritage; built environment. AG: Bristol's population.	AM: Provide guidance on what is meant by 'inappropriate visual impacts over a wider area'. AM: Provide guidance on what would be considered 'sufficient information' to assess impacts.
	11. To ensure the protection and enhancement of biological and geological assets and improve the quality of wildlife habitats	DMC25 DMC26	?	?	?	I	Both	Local and City-wide.	R: Local wildlife and biodiversity. natural environment. AG: Bristol's population; wildlife.	n/a
	12. To ensure the protection and enhancement of green and blue infrastructure and ensure access to a variety of open space and recreation	DMC27	?	?	?	I	Both	Local and City-wide.	As above.	n/a
Transport	13. To encourage a demonstrable modal shift and reduce the need to travel	DMC28 DMC29	+/?	+/?	+/?	I	Both	Local and City-wide.	R: Public health. AG: Bristol's population.	n/a
	14. To maintain and improve the existing highway network	DMC30 DMC31	?	?	?	I	Both	Local; City-wide; Trans-boundary.	As above, plus R: Bristol's highway network.	n/a
Climate, Energy and Waste	15. To reduce the risk of flooding from all sources	DMC32 DMC33	?	?	?	I	Both	Local; City-wide; Trans-boundary.	R: Natural environment (water). AG: Bristol's population; local wildlife.	n/a
	16. Sustainably manage natural resources, including water demand and quality and reducing waste being landfilled	DMC34 DMC35 DMC36 DMC37	?	?	?	I	Both	Local; City-wide; Trans-boundary.	R: Natural environment (water). AG: Bristol's population; local wildlife.	n/a
	17. Minimise air and noise pollution	DMC38	?	?	?	I	Both	Local; City-wide; Trans-boundary.	R: Natural environment (water and land); AG: Bristol's population; local wildlife.	n/a
	18. To maximise the potential for energy efficiency, reduce greenhouse gas emissions and ensure that the built and natural environment and its communities can withstand the effects of climate change	DMC39 DMC40 DMC41 DMC42	?	?	?	I	Both	Local; City-wide; Trans-boundary.	R: Localised air quality; biodiversity; public health; built environment. AG: Bristol's population; local wildlife.	n/a

Policy AD1 Advertisements

SEA Theme	SA Framework Objective	D-M Criteria	Policy AD1							
			Significance of Effect (0/+/-/?)			Direct (D) or Indirect (I)	Temporary (T) or Permanent (P)	Spatial Scale of Effect	Receptors (R) and/or affected groups (AGs)	Suggested Appropriate Mitigation (AM) / Policy Cross-reference (CR) / opportunity to maximise benefit (MB)
			Short	Med	Long					
Population, Housing and Communities	1.To ensure an adequate and diverse supply of housing that is affordable to everyone	DMC1 DMC2 DMC3 DMC4	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
	2. Promote the conservation and wise use of land, maximising the reuse of previously developed land	DMC5 DMC6 DMC7	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
	3. Ensure easy and affordable access to key services	DMC8	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
	4. Increase participation in cultural and community activities	DMC9	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Health and Inequalities	5. To reduce poverty and income inequality and improve the quality of life for those living in areas of concentrated disadvantage	DMC10 DMC11	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
	6. To reduce health inequalities and promote healthy lifestyles across the city	DMC12 DMC13 DMC14	+	+	+	I	Both	Local and City-wide.	R: Public health; built environment; Bristol's population; AG: Bristol's population.	n/a
	7. Ensure access to education and learning for all sections of society	DMC15 DMC16	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Economy and Employment	8. To support the economy and ensure that there are suitable opportunities for employment	DMC17 DMC18 DMC19 DMC20 DMC21	?	?	?	I	Both	Local and City-wide.	R: Bristol's local economy; AG: Local businesses	n/a
	9. Ensure access to a range of shopping facilities for all sections of society	DMC22 DMC23	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Townscape and Landscape	10. To ensure the protection and enhancement of the historic environment and its setting	DMC24	+	+	+	D	Both	Local and City-wide.	R: Built environment; cultural heritage.	n/a
	11. To ensure the protection and enhancement of biological and geological assets and improve the quality of wildlife habitats	DMC25 DMC26	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
	12. To ensure the protection and enhancement of green and blue infrastructure and ensure access to a variety of open space and recreation	DMC27	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Transport	13. To encourage a demonstrable modal shift and reduce the need to travel	DMC28 DMC29	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
	14. To maintain and improve the existing highway network	DMC30 DMC31	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Climate, Energy and Waste	15. To reduce the risk of flooding from all sources	DMC32 DMC33	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
	16. Sustainably manage natural resources, including water demand and quality and reducing waste being landfilled	DMC34 DMC35 DMC36 DMC37	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
	17. Minimise air and noise pollution	DMC38	+	+	+	D	Both	Local and City-wide.	R: Local environment (noise); AG: Bristol's population; local wildlife	n/a
	18. To maximise the potential for energy efficiency, reduce greenhouse gas emissions and ensure that the built and natural environment and its communities can withstand the effects of climate change	DMC39 DMC40 DMC41 DMC42	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a

Evaluation of effects	Design and conservation Scale of Effects: The scale of effects would be predominantly localised and attributable to individual buildings and sites, particularly Policy DC2 which would be most attributable to development in excess of 30 metres (equivalent to 10 storeys) limited to locations set by Policy UL2 for more intensive forms of development. Citywide cumulative effects are also expected for Policy DC2 given the potential for tall buildings to have radial effects for vistas and local skyline, but this will depend partly on the visibility of and propensity for this type of development. Cumulative effects may also result for Policies DPM1 and DC1 given the potential to support the creation of well-designed and more liveable environments in multiple locations with benefits for many sections of the community. Policy AD1 would help protect the amenity and character of the city at specific locations where applications for advertisements come forward. However, the policy is likely to have cumulative benefits when considering the potential for advertisements across multiple locations. Social, economic and environmental effects for grouped policies: • Policies DPM1 and DC1 are expected to result in positive benefits in relation to SA Objective 1 given that they would support the delivery of high quality, functional housing that does not cause harm to existing communities, and a mix of housing tenures and types that meets the needs of occupiers in Bristol. The requirements of these policies and the additional considerations required may also impact viability, which may indirectly have implications for capacity and delivery of permanent housing units, particularly affordable housing units and therefore the effects of these policy options are also partly unknown. • Similarly, Policy DC2 could also result in positive effects for SA Objective 1 by promoting Urban Living principles and optimising levels of density as a means of achieving a higher quantum of housing across the plan area. However, effects against this SA Objective are also partly unknown, particularly for delivery of affordable housing, a mix of housing types and methods of delivery. • Both Policies DC1 and DPM1 require development proposals to develop land to reach optimum levels of density, and therefore are likely to support more efficient use of land in the city in line with SA Objective 2. By allowing for tall buildings in the areas set out for most intensive forms of development, Policy DC2 will also support high densities of development. Therefore, positive effects are recorded against SA Objective 2. The contribution of Policy DC1 and DC2 to SA Objective 2 are recorded as partly unknown given that it remains unclear the extent to which these policies would direct residential development towards more sustainable locations and maximise the use of previously developed land. • Unknown positive effects are expected in relation to SA Objectives 3 and 9 for Policies DPM1 and DC2 as these policies may help to ensure that residents have good access to services and facilities including retail through their encouragement of the efficient use of land, including through the development of tall buildings in locations for the most intensive forms of development. The effects are partly unknown as there is no specific reference in either policy to the requirement to ensure good access to services and facilities. Policy DPM1 is also likely to benefit cultural participation in Bristol given that it states that new development should enable the delivery of permanent and temporary public art and other cultural activity. A positive effect is therefore expected for this policy in relation to SA Objective 4. • Policies DPM1, DC1 and DC2 are all expected to have positive, but partly unknown, effects in relation to SA Objective 5. Both Policies DC1 and DPM1 would set higher standards for new residential development and therefore contribute to improvements in the built environment for future occupants, where these are sited within areas of deprivation. The effect is partly unknown given that the achievement of benefits will require development occurring with more deprived areas, which is not addressed by the policy. Policy DC2 could support improvements to the built environment within Areas of Growth and Regeneration as well as town and district centres located in deprived areas. Tall buildings can also enable the benefits of density to occur (reduced transport time, efficiencies of scale and reduced land take) which can create multiplier effects for additional investment. However, effects are also unknown as the extent to which the built environment is improved is dependent upon the design of development delivered, which relies upon compliance with other relevant design policies. • Policies DPM1, DC1 and AD1 could also support positive benefits in relation to SA Objective 6. Benefits for health and well-being are expected given the requirement in these policies for high quality of design for new developments, to include the creation of safe and healthy buildings, places and environments (Policy DPM1) and by ensuring adherence to nationally described space standards and requiring the provision of outdoor space (Policy DC1). Both policies DC1 and DPM1 may also alleviate some of the indirect effects tall buildings and densification (as provided for by Policy DC2) can have on older people and young children in terms of accessibility and provision of open space. In the case of Policy DPM1 this may be more limited given that these standards only apply to the development of new homes intended for permanent or long term occupation (C3 use class) and therefore impacts on other types of residential development may be less positive. Policy AD1 could also have positive effects on this SA Objective given the potential to support the wellbeing of residents where an advertisement might otherwise adversely affect living conditions in the city. • There is also potential for benefits in relation to health and wellbeing through Policy DC2 given that it would help to direct development towards locations considered most sustainable (i.e. well-connected to sustainable modes of transport and/or ‘walkable’ from the City Centre), which may improve the air quality baseline and therefore health outcomes (SA Objective 6). However, effects of this policy are unknown overall, being dependent upon factors such as existing environmental quality, quality of overall design and walkability to services, and alongside access to appropriate daylight for wellbeing, and size of properties, with single-unit properties and limited indoor communal spaces potentially fostering social isolation. • Policy DC2 could have positive, but partly unknown effects on SA Objective 8 given that the higher density uses and urban living it supports is likely to result in reduced travel time to employment opportunities. Policy DPM1's could also support good access to employment opportunities in the city given its support for a mix of uses and a more connected environment. The overall contribution to SA Objective 8 is unknown, neutral given that the requirements of the policy to achieve a higher level of design may have implications for the viability of some employment uses in the city. Similarly, Policy AD1 is considered to have an unknown effect on SA Objective 8 given that it sets additional requirements for the acceptability of advertisements in Bristol, which could have implications for the success of some local businesses. • Policies DPM1 and AD1 are both expected to result in positive impacts in relation to Objective 10 given that these policies require developments to achieve a higher quality of design (Policy DPM1) and that proposals for advertisements consider potential impacts on existing character and setting, including in relation to heritage assets and important views (Policy AD1). In contrast, Policy DC1 has unknown effects in relation to this SA Objective. This policy does not directly relate to the conservation and enhancement of the historic environment, however, proposals for new development may have effects on heritage assets if internal configurations and private outdoor spaces do not sympathetically respond to these types of features. Proposals for tall buildings (Policy DC2) may have effects on the historic environment if these do not conserve, enhance or respond to the historic and/or landscape character or setting. At a local level, by requiring development proposals to contribute to the character of the urban environment and not cause harmful visual impact for the setting of heritage assets, this policy option could create neutral effects for the protection of the historic built environment (SA Objective 10). At a city-wide level, tall-buildings are encouraged to create a positive feature in the urban environment from near and distant viewpoints – however, the impact overall at this scale is likely to be a change in the current townscape baseline, the effects of which are generally uncertain and subject to implementation. • The internal configuration and private outdoor space within developments also has potential to affect the natural environment. Policy DC1 does not directly address this topic area and therefore an unknown effect is also recorded in relation to SA Objective 11. It is likely that Policy DC2 could support some benefits in relation to SA Objective 11. This policy may enable the delivery of development with potential to provide biodiversity net gain (through Policy BG3). However, similarly to Policy DC1, the effects of the policy are uncertain and subject to specific design. The potential to achieve benefits in relation to biodiversity is expected to more certain for Policy DPM1 given that it requires the enhancement and optimisation of nature in accordance with the National Design Guide. A positive effect is therefore recorded for SA Objective 11. • Policy DPM1 requires development to address movement to promote access and resource use to be more efficient and resilient. It is expected that developments that are designed in line with these characteristics will have benefits relating to sustainable transport, efficient use of natural resources (including water and land resources) and climate change resilience. Therefore, positive effects are expected for this policy in relation to SA Objectives 13, 16, 17 and 18. • Effects on SA Objective 15 arising from Policies DPM1, DC1 and DC2 are unknown as they remain dependent on the level of flood risk experienced at the site and surrounds. It is assumed that site selection and layout of development proposals would follow the Sequential Test to direct development away from areas of highest flood risk, as set out by Policy FR1. • Policies DC1 and DC2 are both recorded as having unknown effects in relation to SA Objectives 16, 17 and 18. Policy DC1 could support opportunities to maximise site-level adaptations, for example through providing comfortable external spaces in hot weather which may also support the safe infiltration of surface water (SA Objectives 16 and 18). Development proposals enabled through Policy DC2 may have impacts on local and/or city-wide water resources. However, the effects for both policies in relation to these SA Objectives, are linked to the intensification of land use / development and the design of development, and the extent to which other mitigation measures (enabled through other policies in the plan) are enabled. Both policies could enable development that has adverse effects in the short term as a result of construction as well as into the operation stage. • The overall effects relating to SA Objective 17 for both policies DC1 and DC2 are unknown and dependent upon the level of accessibility by active travel (i.e. walking and cycling) and public transport options, alongside other design considerations. It is noted that tall buildings may have elevated localised impacts where they cause turbulent air flows and affect air pollution dispersal, however, Policy DC2 sets out that these types of buildings should not result in harmful micro-climate effects. Given its potential to limit noise pollution or other nuisance that result from advertisements e.g. light pollution, a positive effect is recorded for Policy AD1 in relation to SA Objective 17.

Policies HW1 – HW3: Assessment of the Effects of Health and Wellbeing policies

Policies HW1 – HW3: Health and wellbeing

This section sets out the appraisal of the policies in the Bristol Local Plan Pre-Submission Publication Version (November 2023) that relate to health and wellbeing. The policies appraised in this section seek to ensure that development contributes to Bristol becoming a healthier, safer and sustainable place for its residents. This includes policies that address the topics of health and wellbeing and pollution, as follows:

- HW1 Pollution control and water quality
- HW2 Air quality
- HW1A Noise
- HW1B Contaminated land
- HW2B Health and development
- HW3 Takeaways

Note that as Policies HW1A Noise, HW1B Contaminated Land and HW2B Health and Development are carried forward from the adopted Site Allocations and Development Management Policies (2014) (Policies DM35, DM34 and DM14, respectively), an appraisal of these policies is not presented in this report. The sustainability effects for these policies have been presented in the SA Report for the adopted Local Plan and it is considered that no material changes have occurred to the policy approaches and the associated sustainability effects.

Realistic alternatives considered

The realistic alternatives considered for Policies HW1, HW2 and HW3 are described in the Interim SA Report (2019) which is included as an annex to this report. The options considered are as follows:

HW1 Pollution control and water quality

- Option 1 No new policy in relation to pollution control and water quality within the new Local Plan; or
- Option 2 Introduce new policy in relation to pollution control and water quality within the new Local Plan.

The Interim SA Report (2019) states that a ‘no policy option’ is not considered a reasonable alternative for the Local Plan Review.

The policy text has been amended since the Draft Local Plan March 2019 Consultation version to list human health as a further receptor which development should incorporate appropriate mitigation in relation to. The supporting text has also been subject to a minor change to reflect the name change for Bristol City Council’s Public Protection team.

Policy HW2 Air quality

- Option 1 No new policy in relation to air quality within the Local Plan; or
- Option 2 Introduce new policy in relation to air quality within the Local Plan

The Interim SA Report (2019) states that a 'no policy option' is not considered a reasonable alternative for the Local Plan Review.

The introductory text to the policy has been amended since the Draft Local Plan March 2019 Consultation version to remove reference to the Air Quality Action Plan and to reflect the introduction of the Clean Air Zone in Bristol in 2022. Furthermore, a change to both the policy text and supporting has been made to remove direct reference to the Air Quality Management Areas; instead referencing development in areas where air pollution is detrimental to health. It is expected that areas where air pollution is detrimental to health will include Air Quality Management Areas, as well as other areas in the city where there is poor air quality.

Policy HW3 Takeaways

- Option 1 No new policy in relation to takeaways within the Local Plan; or
- Option 2 Introduce new policy in relation to takeaways within the Local Plan.

The Interim SA Report (2019) states that a 'no policy option' is not considered a reasonable alternative for the Local Plan Review.

The policy text has been amended since the Draft Local Plan March 2019 Consultation version to set out a new distance relating to the potential acceptability of proposals for takeaways in the context of locations where young people gather. The distance is now included as approximately 5 minutes walking distance whereas previously the policy included a distance of at least 400m and up to 600m. This distance is clarified as being equivalent to approximately 400m in the supporting text in the Publication Version (November 2023). A new section is also included in the policy to set out amenity issues that should be considered in relation to proposals for takeaways, which include considerations for noise and general disturbance, fumes, smells, litter and late night activity, as well as issues of safety, refuse and appearance.

Additional changes to introductory and supporting text for the policy have been made to set out the aims of the policy as aligning with corporate aims and objectives of improving health and wellbeing, tackling obesity (particularly childhood obesity) and reducing health inequalities in the. This text also sets out that planning conditions may be necessary to limit operating hours of takeaways. A further update to the supporting text changes the definition for an overconcentration of takeaways to where that use accounts for 15% of the total number of units within a local parade, a Local, District, or Town Centre. The Draft Local Plan March 2019 Consultation version defined an overconcentration of takeaways as where that use accounts for 10% of the total number of units.

Assessment and evaluation of effects

Consideration of technical and other difficulties in the identification / assessment of alternatives

There were no difficulties encountered in the identification of or assessment of alternatives for these policies. While the introduction of a Clean Air Zone (CAZ) within Bristol is relevant to the environmental baseline for the implementation of Policy HW2, it is considered that CAZs are more directly linked to sustainable transport. These are addressed in the transport policy options section above, although the long-term uncertain effects on the environmental baseline are considered here.

Summary of assessment findings

As described above, a small number of changes have been made to the health and wellbeing policies between the Draft Local Plan March 2019 Consultation and the Publication Version November 2023 Draft Local Plan. As such, the assessment of the expected effects of these policies reflects these changes and are adjusted when compared to those reported in the Interim SA Report (2019), which are included as annex to this report. To ensure that all expected effects of new policies included in the Local Plan are presented in this report, a summary of the effects for these policies is also set out below.

Policy HW1 Pollution Control and Water Quality

SEA Theme	SA Framework Objective	D-M Criteria	HW1							
			Significance of Effect (0/+/- / ?)			Direct (D) or Indirect (I)	Temporary (T) or Permanent (P)	Spatial Scale of Effect	Receptors (R) and/or affected groups (AGs)	Suggested Appropriate Mitigation (AM) / Policy Cross-reference (CR) / opportunity to maximise benefit (MB)
			Short	Medi	Long					
Population, Housing and Communities	1.To ensure an adequate and diverse supply of housing that is affordable to everyone	DMC1 DMC2 DMC3 DMC4	0/?	0/?	0/?	I	Both	Local and City-wide.	R: Local housing market, Bristol’s population; AG: Bristol’s population.	n/a
	2. Promote the conservation and wise use of land, maximising the reuse of previously developed land	DMC5 DMC6 DMC7	0/?	0/?	0/?	I	Both	Local and City-wide.	As above, plus: R: Bristol’s local economy; AG: Local businesses.	n/a
	3. Ensure easy and affordable access to key services	DMC8	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
	4. Increase participation in cultural and community activities	DMC9	+/?	+/?	+/?	I	Both	Local and City-wide.	R: Cultural heritage, public health; AG: Bristol’s population.	n/a
Health and Inequalities	5. To reduce poverty and income inequality and improve the quality of life for those in areas of concentrated disadvantage	DMC10 DMC11	+/?	+/?	+/?	I	Both	Local and City-wide.	R: Built environment. AG: Bristol’s population.	n/a.
	6. To reduce health inequalities and promote healthy lifestyles across the city	DMC12 DMC13 DMC14	+	+	+	D	Both	Local and City-wide	R: Public health. AG: Bristol’s population.	n/a
	7. Ensure access to education and learning for all sections of society	DMC15 DMC16	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Economy and Employment	8. To support the economy and ensure that there are suitable opportunities for employment	DMC17 DMC18 DMC19 DMC20 DMC21	+/?	+/?	+/?	I	Both	Local and City-wide.	R: Bristol’s local economy. AG: Local businesses, Bristol’s population.	n/a
	9. Ensure access to a range of shopping facilities for all sections of society	DMC22 DMC23	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Townscape and Landscape	10. To ensure the conservation and enhancement of local character including landscape features and the historic environment and its setting	DMC24	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
	11. To ensure the conservation and enhancement of biological and geological assets and improve the quality of wildlife habitats	DMC25 DMC26	+	+	+	D	Both	Local; City-wide; Trans-boundary.	R: Local wildlife and biodiversity; natural environment AG: Bristol’s population; wildlife.	n/a
	12. To ensure the protection and enhancement of green and blue infrastructure and ensure access to a variety of open space and recreation	DMC27	+	+	+	I	Both	Local; City-wide; Trans-boundary.	As above.	n/a
Transport	13. To encourage a demonstrable modal shift and reduce the need to travel	DMC28 DMC29	?	?	?	I	Both	Local and City-wide	R: Bristol's population	n/a
	14. To maintain and improve the existing highway network	DMC30 DMC31	?	?	?	I	Both	Local and City-wide.	R: Public health; AG: Bristol’s population.	n/a
Climate, Energy and Waste	15. To reduce the risk of flooding from all sources	DMC32 DMC33	0	0	0	n/a	n/a	n/a	n/a	n/a
	16. Sustainably manage natural resources, including water demand and quality and reducing waste being landfilled	DMC34 DMC35 DMC36 DMC37	+	+	+	D	Both	Local; City-wide; Trans-boundary.	R: Natural environment (water); AG: Bristol’s population; local wildlife.	n/a
	17. Minimise air and noise pollution	DMC38	+/?	+/?	+/?	I	Both	Local; City-wide; Trans-boundary.	R: Natural environment (water and land); AG: Bristol’s population; local wildlife.	n/a
	18. To maximise the potential for energy efficiency, reduce greenhouse gas emissions and ensure that the built and natural environment and its communities can withstand the effects of climate change	DMC39 DMC40 DMC41 DMC42	+/?	+/?	+/?	I	Both	Local; City-wide; Trans-boundary.	R: Localised air quality; biodiversity; public health; built environment; AG: Bristol’s population; local wildlife.	n/a

Policy HW2 Air Quality

SEA Theme	SA Framework Objective	D-M Criteria	HW2			Direct (D) or Indirect (I)	Temporary (T) or Permanent (P)	Spatial Scale of Effect	Receptors (R) and/or affected groups (AGs)	Suggested Appropriate Mitigation (AM) / Policy Cross-reference (CR) / opportunity to maximise benefit (MB)
			Significance of Effect (0/+/- / ?)							
			Short	Med	Long					
Population, Housing and Communities	1.To ensure an adequate and diverse supply of housing that is affordable to everyone	DMC1 DMC2 DMC3 DMC4	0/?	0/?	?	D	Both	Local and City-wide.	R: Local housing market, Bristol’s population; AG: Bristol’s population.	n/a
	2. Promote the conservation and wise use of land, maximising the reuse of previously developed land	DMC5 DMC6 DMC7	0/?	0/?	?	D	Both	Local and City-wide.	As above, plus: R: Bristol’s local economy. AG: Local businesses.	n/a
	3. Ensure easy and affordable access to key services	DMC8	+/?	+/?	?	I	Both	Local and City-wide.	R: Public health; Bristol’s population; Bristol’s local economy; AG: Local businesses.	n/a
	4. Increase participation in cultural and community activities	DMC9	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Health and Inequalities	5. To reduce poverty and income inequality and improve the quality of life for those living in areas of concentrated disadvantage	DMC10 DMC11	+/?	+/?	?	D	Both	Local and City-wide.	R: Public health; built environment; Bristol’s population; Bristol’s local economy; AG: Local businesses.	n/a
	6. To reduce health inequalities and promote healthy lifestyles across the city	DMC12 DMC13 DMC14	+/?	+/?	?	D	Both	Local and City-wide.	R: Public health; built environment; air quality. Bristol’s population; AG: Bristol’s population; wildlife.	n/a
	7. Ensure access to education and learning for all sections of society	DMC15 DMC16	+/?	+/?	?	I	Both	Local and City-wide.	R: Bristol’s population; Bristol’s local economy; AG: Local businesses.	n/a
Economy and Employment	8. To support the economy and ensure that there are suitable opportunities for employment	DMC17 DMC18 DMC19 DMC20 DMC21	+/?	+/?	?	I	Both	Local and City-wide.	R: Bristol’s population; Bristol’s local economy; AG: Local businesses.	n/a
	9. Ensure access to a range of shopping facilities for all sections of society	DMC22 DMC23	+/?	+/?	?	I	Both	Local and City-wide.	R: Bristol’s population; high-streets and retail centres; Bristol’s local economy; AG: Local businesses.	n/a
Townscape and Landscape	10. To ensure the conservation and enhancement of local character including landscape features and the historic environment and its setting	DMC24	?	?	?	I	Both	Local and City-wide.	R: Built environment; cultural heritage.	MB: Suggest that designated heritage assets, including those on the Heritage at Risk register, are included within the policy text (to mitigate against negative effects, such as corrosion issues).
	11. To ensure the conservation and enhancement of biological and geological assets and improve the quality of wildlife habitats	DMC25 DMC26	?	?	?	I	Both	Local; City-wide; Trans-boundary.	R: Local wildlife and biodiversity; natural environment.; AG: Bristol’s population; wildlife.	MB: Suggest that aspects of the natural environment, including designated ecological sites, are referred to within policy and supporting text (e.g., mitigation to prevent acidification).
	12. To ensure the protection and enhancement of green and blue infrastructure and ensure access to a variety of open space and recreation	DMC27	?	?	?	I	Both	Local; City-wide; Trans-boundary.	R: Local wildlife and biodiversity; natural environment.; AG: Bristol’s population; wildlife.	n/a
Transport	13. To encourage a demonstrable modal shift and reduce the need to travel	DMC28 DMC29	+/?	+/?	?	I	Both	Local and City-wide.	R: Public health; traffic levels. AG: Bristol’s population.	n/a
	14. To maintain and improve the existing highway network	DMC30 DMC31	+	+	?	I	Both	Local; City-wide; Trans-boundary.	R: Public health; traffic levels. AG: Bristol’s population.	n/a
Climate, Energy and Waste	15. To reduce the risk of flooding from all sources	DMC32 DMC33	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
	16. Sustainably manage natural resources, including water demand and quality and reducing waste being landfilled	DMC34 DMC35 DMC36 DMC37	+/?	+/?	?	I	Both	Local; City-wide; Trans-boundary.	R: Natural environment (water and land). AG: Bristol’s population; local wildlife.	MB: Suggest that aspects of the natural environment, including water quality, are referred to within policy and supporting text (e.g., mitigation to prevent acidification).
	17. Minimise air and noise pollution	DMC38	+	+	?	D	Both	Local; City-wide; Trans-boundary.	R: Air quality; biodiversity; public health; built environment; AG: Bristol’s population; local wildlife.	n/a
	18. To maximise the potential for energy efficiency, reduce greenhouse gas emissions and ensure that the built and natural environment and its communities can withstand the effects of climate change	DMC39 DMC40 DMC41 DMC42	+/?	+/?	?	I	Both	Local; City-wide; Trans-boundary.	As above.	n/a

Policy HW3 Takeaways

SEA Theme	SA Framework Objective	D-M Criteria	Policy Option 2 - Introduce new policy in relation to takeaways within the Local Plan							
			Significance of Effect (0/+/- / ?)			Direct (D) or Indirect (I)	Temporary (T) or Permanent (P)	Spatial Scale of Effect	Receptors (R) and/or affected groups (AGs)	Suggested Appropriate Mitigation (AM) / Policy Cross-reference (CR) / opportunity to maximise benefit (MB)
			Short	Med	Long					
Population, Housing and Communities	1.To ensure an adequate and diverse supply of housing that is affordable to everyone	DMC1 DMC2 DMC3 DMC4	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
	2. Promote the conservation and wise use of land, maximising the reuse of previously developed land	DMC5 DMC6 DMC7	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
	3. Ensure easy and affordable access to key services	DMC8	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
	4. Increase participation in cultural and community activities	DMC9	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Health and Inequalities	5. To reduce poverty and income inequality and improve the quality of life for those living in areas of concentrated disadvantage	DMC10 DMC11	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
	6. To reduce health inequalities and promote healthy lifestyles across the city	DMC12 DMC13 DMC14	+	+	+	D	Both	Local and City-wide.	R: Public health; built environment; air quality. Bristol's population. AG: Bristol's population; wildlife.	n/a
	7. Ensure access to education and learning for all sections of society	DMC15 DMC16	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Economy and Employment	8. To support the economy and ensure that there are suitable opportunities for employment	DMC17 DMC18 DMC19 DMC20 DMC21	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
	9. Ensure access to a range of shopping facilities for all sections of society	DMC22 DMC23	+/?	+/?	+/?	D	Both	Local and City-wide.	R: Bristol's population; high-streets and retail centres; Bristol's local economy; AG: Local businesses.	n/a
Townscape and Landscape	10. To ensure the conservation and enhancement of local character including landscape features and the historic environment and its setting	DMC24	?	?	?	I	Both	Local and City-wide.	R: Built environment; cultural heritage.	n/a
	11. To ensure the conservation and enhancement of biological and geological assets and improve the quality of wildlife habitats	DMC25 DMC26	?	?	?	I	Both	Local and City-wide.	R: Local wildlife and biodiversity; natural environment.; AG: Bristol's population; wildlife.	n/a.
	12. To ensure the protection and enhancement of green and blue infrastructure and ensure access to a variety of open space and recreation	DMC27	?	?	?	I	Both	Local and City-wide.	R: Local wildlife and biodiversity; natural environment.; AG: Bristol's population; wildlife.	n/a.
Transport	13. To encourage a demonstrable modal shift and reduce the need to travel	DMC28 DMC29	-/?	-/?	-/?	I	Both	Local and City-wide.	R: Bristol's transport network; air quality; AG: Bristol's population.	n/a – mitigation addressed by other Local Plan policies.
	14. To maintain and improve the existing highway network	DMC30 DMC31	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Climate, Energy and Waste	15. To reduce the risk of flooding from all sources	DMC32 DMC33	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
	16. Sustainably manage natural resources, including water demand and quality and reducing waste being landfilled	DMC34 DMC35 DMC36 DMC37	-/?	-/?	-/?	D	Both	Local; City-wide; Trans-boundary.	R: Natural environment (water and land); AG: Bristol's population; local wildlife.	n/a
	17. Minimise air and noise pollution	DMC38	?	?	?	D	Both	Local; City-wide; Trans-boundary.	R: Air quality; biodiversity; public health; built environment; AG: Bristol's population; local wildlife.	n/a – mitigation addressed by other Local Plan policies.
	18. To maximise the potential for energy efficiency, reduce greenhouse gas emissions and ensure that the built and natural environment and its communities can withstand the effects of climate change	DMC39 DMC40 DMC41 DMC42	?	?	?	Both	Both	Local and City-wide.	As above.	CR: Reference to development requirements under draft climate change policies.

Evaluation of Effects	Health and wellbeing Scale of effects: The policies would create effects at the local level but would also likely create a cumulative impact at a city-wide level. The scale of effects would be predominantly localised and attributable to the individual site level and adjacent receptors (particularly in relation to those that are sensitive to changes in air and water quality as well as locations where young people gather in relation to reducing less healthy food choices); however, these policies would also likely result in city-wide and transboundary effects through inclusion of guidance in relation to limiting water and air pollution. As the air quality baseline is likely to change as a result of the Bristol Clean Air Zone, effects against Policy HW2 are uncertain in the medium to longer term. Social, economic and environmental effects of the grouped policies: • Policies HW1 and HW2 are likely to result in uncertain, indirect effects for in relation to the delivery of housing development including within more urban locations that contain brownfield land (SA Objectives 1 and 2). Unknown effects are recorded as some developments proposed adjacent to existing polluting development may experience viability issues given the need to incorporate appropriate mitigation. For larger proposals, sustainable transport improvements may be required in line with Policy HW2 to mitigate the potential for significant numbers of journeys to and from the site, which in turn may also impact viability. Furthermore, in the context of existing uses that result in noise or other types of pollution, Policy HW1 will mean that some locations may be limited in terms of their ability to be developed for new homes and achieve ‘agent of change’ principles. However, these policies would likely have neutral effects in relation to these SA Objectives where proposed development is not within an area of existing pollution. • Policy HW2 could result in indirect minor positive effects for SA Objectives 3, 7 and 9 where the requirement for sustainable transport improvements could increase accessibility and potentially affordability of access to existing or proposed educational facilities, retail uses and other services and facilities. This remains subject to the scale, siting and design of improvements. The effects are partly unknown given that sustainable transport improvements provided will be required to connect local / town centres / schools with places of need. • It is expected that as a result of the ‘agent of change’ principle, Policy HW1 could produce an indirect positive effect in relation to SA Objective 4 where existing noise-generating community uses (e.g., music venues) are protected by appropriate mitigation, however, the extent to which this results in increased participation in cultural or community-based activities is dependent on specific site considerations. • A positive effect is expected for Policy HW1 in relation to SA Objective 5 given that it will support improvements in the built environment through the incorporation of appropriate mitigation at new developments. Therefore, there is potential for improvement in quality of life within deprived areas. However effects are dependent on site specific factors. Policies HW2 could have similar benefits given its focus on improving health inequalities relating to air pollution. More deprived areas of the city have lower health outcomes and therefore this policy is likely to have a positive effect in relation to these areas, although this will depend on the implementation of the policy. As with SA Objective 1, these requirements may impact overall scheme viability which would affect the potential for regeneration and improvements within more deprived areas and therefore effects are uncertain. Policy HW3 is also expected to have an unknown, positive effect on SA Objective 5. This policy will limit development for takeaways that might otherwise have an unacceptable impact on the character and amenity within more deprived areas. • Benefits relating to Policies HW1 and HW2 are likely to extend to health and wellbeing (SA Objective 6) by supporting good living conditions for future occupiers, by preventing unacceptable impacts on human health and by protecting them from the impacts of pollution generating uses. This effect, particularly for HW1 is now more certain, than the Interim SA Report (2020). • Policy HW3 is also likely to result in a direct positive effect for SA Objective 6. This policy seeks to restrict harmful concentrations of takeaways and includes criteria to define an overconcentration of this type of use as 15% of the total number of units within a local parade, a Local, District, or Town Centre. It is considered that this policy would benefit public health through both limiting the proliferation and/or clustering of takeaways. The effects of this policy in the longer time remain unknown due to uncertainty around the public health baseline, however it is likely that this policy could have long-term benefits for people’s health. Particular benefits are likely in relation to younger people given the policies requirement to have regard to the proximity of proposals for takeaways to locations where young people gather. • Policy HW1 and HW2 may have indirect positive effects for SA Objective 8. Requiring less polluting development may contribute towards the delivery of innovative low or zero carbon emissions space, although this is unknown and will depend on delivery. • By limiting harmful concentrations of takeaways within a retail centre, Policy HW3 would likely result in a positive indirect effect on achieving diversity of uses within retail centres (SA Objective 9). • It is likely that both Policy HW2 and HW3 could have indirect benefits in relation to the protection of the historic environment (SA Objective 10). Policy HW2 would restrict development likely to create significant local air quality impacts. Policy HW3 requires takeaway proposals to consider the appearance of any associated extensions, flues and installations which is likely to limit the potential for impacts on the historic environment and important views. However, there is no direct reference to the impacts of air quality or installations at takeaways for existing heritage assets or the wider built environment included in either policy. Overall, the effects of Policies HW2 and HW3 against SA Objective 10 are unknown. • There would likely be a positive effect in relation to SA Objective 11 from Policy HW1, given the policy seeks to protect biodiversity and designated nature conservation assets from adverse effects of potentially polluting development and poor air quality. Policy HW2 has the potentially to have a positive effect on the natural environment by limiting where development with the potential for air pollution is located, however this positive effect is unknown as natural assets are not specifically mentioned within the policy. • By introducing policy requirements for development which would create undue impact on environmental amenity, Policy HW1 would have a positive effect for the natural environment and green infrastructure (SA Objective 12). Policy HW2 has the potential to have positive effects on this SA Objective given the potential to limit development which might result in adverse air quality and detrimentally affect green infrastructure assets, however this effect is unknown for similar reasons to those described in relation to SA Objective 11. • Policy HW1 could have an indirect positive influence on the desirability to travel by active modes (SA Objective 13) through the creation of improved quality of environment, however effects are unknown at this stage. Policy HW2 would have a positive effect on SA Objectives 13 and 14 to help promote modal shift and reduce congestion, given that it includes requirements for sustainable transport where development would result in significant numbers of additional journeys. This is not considered to be significant in isolation, as it is partly reliant on the implementation of Policy T1 and T3A and does not in itself address baseline air quality issues. A negative and unknown effect is expected for Policy HW3 in relation to SA Objective 13. Resisting additional takeaways in local centres or within walking distances of schools may encourage driving to these locations. An associated unknown effect is recorded on SA Objective 18 given the potential for a resulting increase in carbon emissions. • Policy HW1 is expected to have a direct positive effect against SA Objective 16, as the policy seeks to directly improve water quality. Given the potential for impacts on the wider river catchment area, it is also likely to deliver transboundary benefits. For Policy HW2 an indirect positive effect is expected on this SA Objective reflecting the potential to sustainably manage natural resources. • Policy HW1 is likely to have a similar positive effect on SA Objective 17 through managing air and noise pollution. Policy HW2 would have a minor positive but unknown effect on SA Objective 17 given that it would minimise exposure to pollution. However, given that the policy would allow for development with a specific local air quality impact where there is a wider economic or wider social need, the overall effect is not likely to be significant positive. • Policy HW3 would have an unknown effect on SA Objective 17 by requiring that the impact of noise, fumes, and smells is taken into account when considering proposals for takeaways. The partly unknown effect reflects the potential for this policy to encourage driving to takeaways, as set out above, which could have adverse impacts in relation to noise and air pollution. • By requiring an appropriate scheme of mitigation for potentially polluting development, Policies HW1 and HW2 may support increased resilience to the effects of climate change and a positive effect is recorded for SA Objective 18. As climate change resilience is a product of several factors, including details of development and level of mitigation itself, the effect is partly uncertain.

Policies FS1 – FS3: Assessment of the Effects of Food Sustainability Policies

Policies FS1 – FS3: Food sustainability

This section sets out the appraisal of the policies in the Publication Version November 2023 Draft Local Plan that relate to food sustainability. The policies appraised in this section are set out to promote local food growing as means to: reducing food miles and associated carbon emissions; contributing to promoting a more seasonal diet as a less resource intensive approach to food production; and, securing healthier outcomes by providing opportunities for outdoor activity and encouraging consumption of healthier foods. The Publication Version November 2023 Draft Local Plan includes the following policies in relation to this topic area:

- FS1 The provision of allotments;
- FS2 Provision of food growing space in new developments; and,
- FS3 The protection of existing food growing enterprises and allotments.

Realistic alternatives considered

The Interim SA Report (2019) did not consider alternatives for Policies FS1 to FS3 as these policies were not presented in the Draft Local Plan March 2019 Consultation version. These policies were initially presented in the Draft Local Plan November 2022 Further Consultation version.

As set out within the updated Scoping Report (2023), the Bristol Corporate Strategy (2022 – 2027) includes Priority HCW3 which seeks to tackle the root causes of poverty, including taking action in relation to food security. Furthermore, the West of England Climate and Ecological Strategy and Action Plan (2023) and the One City Ecological Emergency Strategy (2020) highlights the need for resilient local food production in light of climate change. As part of its aim to reduce the gaps in health outcomes between the most economically deprived areas and the most affluent areas of Bristol, the Bristol Health and Wellbeing Strategy (2022) identifies food equality as one of its 13 priorities. There is evidence that food insecurity is an increasing issue within the city, with the percentage of households experiencing moderate to severe food insecurity increasing from 5% in 2021 to 8% in 2022, as highlighted in updated Scoping Report (2023).

Chapter 8 of the NPPF (2021) identifies access to healthier food as a way of enabling and supporting healthy lifestyles, while Chapter 11 notes that planning policies should recognise that undeveloped land can be used for food production as part of making effective use of land.

A small number of changes to Policies FS1 to FS3 have been made since the Draft Local Plan November 2022 Further Consultation version. Where changes have been made these are presented below by policy.

Policy FS1 The provision of allotments

In addition to the local and national policy context described above for this group of policies, the NPPF Chapter 8 also notes that policies should support the provision of safe and accessible green infrastructure, including allotments as a means of achieving healthy, inclusive and safe places. Therefore, a ‘policy-off’ option for this policy is not considered further.

The policy has been revised since the Draft Local Plan November 2022 Further Consultation version, to increase requirements on residential proposals for the incorporation of allotment space. Residential

proposals will be required to provide one statutory allotment plot of 250m² for every 60 dwellings created. In the November 2022 Draft Local Plan, the policy stated that where development created 60 dwellings or more it will be expected to contribute *one* statutory allotment plot of 250m². The supporting text of the policy has also been revised to update the considerations relevant to allotment plots to include orientation, invasive weed species and restrictions such as presence of major utilities and nature conservation designations.

Policy FS2 Provision of food growing space in new developments

In addition to the local and national policy context described above for this group of policies, the NPPF Chapter 11 also notes that policies should promote an effective use of land in meeting the need for homes and other uses. This chapter of the Framework recognises '*that some undeveloped land can perform many functions such as ... food production.*' Therefore, a 'policy-off' option is not considered further.

The supporting text of the policy has been subject to a small number of changes since the Draft Local Plan November 2022 Further Consultation version. The considerations relevant when food growing space is included in a development have been expanded to include topics such as potential exposure to strong winds or roadway pollution, whether any associated storage space is required, adequate access which is versatile and usable by all residents and the potential need for an appropriate management regime.

Policy FS3 The protection of existing food growing enterprises and allotments

References to NPPF Chapters 8 and 11 as set out above in relation Policies FS1 and FS2 are also of relevance when considering the approach for Policy FS3. Considered alongside the additional local and national policy context described earlier in this section for this group of policies, a 'policy-off' option for this policy is not considered further.

The policy has been subject to a minor change since the Draft Local Plan November 2022 Further Consultation version, so that the policy direction is clear that development which would result in the loss of active allotments or which would have a harmful impact on their community food growing role will not be permitted. Furthermore, the introductory text for the policy has been revised to include details of the NPPF requirement for local authorities to support the health and wellbeing of communities, including through improving access to healthier food. The supporting text of the policy is also updated to expand the list of potential impacts that will not be permitted upon local food growing. The list now includes reference to overshadowing.

Assessment and evaluation of effects

Consideration of technical and other difficulties in the identification / assessment of alternatives

There were no difficulties encountered in the identification of or assessment of alternatives for these policies.

Summary of assessment findings

As described above, the likely sustainability effects of the food sustainability policies were not reported in the Interim SA Report (2019). The sustainability effects of these policies are provided below.

Policy FS1 The provision of allotments

SEA Theme	SA Framework Objective	D-M Criteria	Policy FS1							
			Significance of Effect (0/+/-/?)			Direct (D) or Indirect (I)	Temporary (T) or Permanent (P)	Spatial Scale of Effect	Receptors (R) and/or affected groups (AGs)	Suggested Appropriate Mitigation (AM) / Policy Cross-reference (CR) / opportunity to maximise benefit (MB)
			Short	Med	Long					
Population, Housing and Communities	1.To ensure an adequate and diverse supply of housing that is affordable to everyone	DMC1 DMC2 DMC3 DMC4	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
	2. Promote the conservation and wise use of land, maximising the reuse of previously developed land	DMC5 DMC6 DMC7	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
	3. Ensure easy and affordable access to key services	DMC8	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
	4. Increase participation in cultural and community activities	DMC9	+	+	+	D	Both	Local and City-wide.	AG: Bristol's population.	MB: Clarify the possible rehabilitation approaches for existing statutory allotments.
Health and Inequalities	5. To reduce poverty and income inequality and improve the quality of life for those living in areas of concentrated disadvantage	DMC10 DMC11	+/?	+/?	+/?	I	Both	Local and City-wide.	R: Bristol's economy. AG: Bristol's population	n/a
	6. To reduce health inequalities and promote healthy lifestyles across the city	DMC12 DMC13 DMC14	+	+	+	D	Both	Local and City-wide.	R: Public health; built environment; air quality. Bristol's population. AG: Bristol's population; wildlife.	n/a
	7. Ensure access to education and learning for all sections of society	DMC15 DMC16	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Economy and Employment	8. To support the economy and ensure that there are suitable opportunities for employment	DMC17 DMC18 DMC19 DMC20 DMC21	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
	9. Ensure access to a range of shopping facilities for all sections of society	DMC22 DMC23	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Townscape and Landscape	10. To ensure the conservation and enhancement of local character including landscape features and the historic environment and its setting	DMC24	?	?	?	I	Both	Local and City-wide.	R: Built environment; cultural heritage.	n/a
	11. To ensure the conservation and enhancement of biological and geological assets and improve the quality of wildlife habitats	DMC25 DMC26	+	+	+	D	Both	Local and City-wide.	R: Local wildlife and biodiversity; natural environment. AG: Bristol's population; wildlife.	MB: Include the need to integrate provision with existing green and blue infrastructure.
	12. To ensure the protection and enhancement of green and blue infrastructure and ensure access to a variety of open space and recreation	DMC27	+	+	+	D	Both	Local and City-wide.	R: Local wildlife and biodiversity; natural environment. AG: Bristol's population; wildlife.	As above.
Transport	13. To encourage a demonstrable modal shift and reduce the need to travel	DMC28 DMC29	+/?	+/?	+/?	I	Both	Local and City-wide.	R: Bristol's transport network; air quality; AG: Bristol's population.	MB: Retain supporting text for sustainable and accessible locations for off-site provision of allotment space (i.e. those served by existing and/or proposed active travel and public transport links)
	14. To maintain and improve the existing highway network	DMC30 DMC31	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Climate, Energy and Waste	15. To reduce the risk of flooding from all sources	DMC32 DMC33	+	+	+	I	Both	Local and City-wide.	R: Biodiversity; public health; built environment. AG: Bristol's population; local wildlife.	n/a
	16. Sustainably manage natural resources, including water demand and quality and reducing waste being landfilled	DMC34 DMC35 DMC36 DMC37	+	+	+	D	Both	Local; City-wide; Trans-boundary.	R: Natural environment (water and land); AG: Bristol's population; local wildlife.	MB: Retain supporting text requirement for access to local water supplies (i.e., to avoid over abstraction), and to avoid pollution via allotment activity (e.g., impact of pesticide use).
	17. Minimise air and noise pollution	DMC38	+/?	+/?	+/?	D	Both	Local; City-wide; Trans-boundary.	R: Air quality; biodiversity; public health; built environment; AG: Bristol's population; local wildlife.	n/a
	18. To maximise the potential for energy efficiency, reduce greenhouse gas emissions and ensure that the built and natural environment and its communities can withstand the effects of climate change	DMC39 DMC40 DMC41 DMC42	+	+	+	Both	Both	Local and City-wide.	As above.	MB: Include support for renewable energy uses / infrastructure on allotment and community growing sites.

Policy FS2 Provision of food growing space within new developments of all scales

SEA Theme	SA Framework Objective	D-M Criteria	Policy FS2							
			Significance of Effect (0/+/-/?)			Direct (D) or Indirect (I)	Temporary (T) or Permanent (P)	Spatial Scale of Effect	Receptors (R) and/or affected groups (AGs)	Suggested Appropriate Mitigation (AM) / Policy Cross-reference (CR) / opportunity to maximise benefit (MB)
			Short	Med	Long					
Population, Housing and Communities	1.To ensure an adequate and diverse supply of housing that is affordable to everyone	DMC1 DMC2 DMC3 DMC4	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
	2. Promote the conservation and wise use of land, maximising the reuse of previously developed land	DMC5 DMC6 DMC7	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
	3. Ensure easy and affordable access to key services	DMC8	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
	4. Increase participation in cultural and community activities	DMC9	+	+	+	D	Both	Local and City-wide.	AG: Bristol's population.	MB: Include support for long-term management or stewardship reference within policy or supporting text.
Health and Inequalities	5. To reduce poverty and income inequality and improve the quality of life for those living in areas of concentrated disadvantage	DMC10 DMC11	+/?	+/?	+/?	I	Both	Local and City-wide.	R: Bristol's economy. AG: Bristol's population	n/a
	6. To reduce health inequalities and promote healthy lifestyles across the city	DMC12 DMC13 DMC14	+	+	+	D	Both	Local and City-wide.	R: Public health; built environment; air quality. Bristol's population. AG: Bristol's population; wildlife.	n/a
	7. Ensure access to education and learning for all sections of society	DMC15 DMC16	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Economy and Employment	8. To support the economy and ensure that there are suitable opportunities for employment	DMC17 DMC18 DMC19 DMC20 DMC21	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
	9. Ensure access to a range of shopping facilities for all sections of society	DMC22 DMC23	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Townscape and Landscape	10. To ensure the conservation and enhancement of local character including landscape features and the historic environment and its setting	DMC24	?	?	?	I	Both	Local and City-wide.	R: Built environment; cultural heritage.	n/a
	11. To ensure the conservation and enhancement of biological and geological assets and improve the quality of wildlife habitats	DMC25 DMC26	+	+	+	D	Both	Local and City-wide.	R: Local wildlife and biodiversity; natural environment. AG: Bristol's population; wildlife.	MB: Include the need to maximise opportunities to integrate provision with existing internal and external green and blue infrastructure, as appropriate, to encourage ecological connectivity.
	12. To ensure the protection and enhancement of green and blue infrastructure and ensure access to a variety of open space and recreation	DMC27	+	+	+	D	Both	Local and City-wide.	R: Local wildlife and biodiversity; natural environment. AG: Bristol's population; wildlife.	As above.
Transport	13. To encourage a demonstrable modal shift and reduce the need to travel	DMC28 DMC29	+/?	+/?	+/?	I	Both	Local and City-wide.	R: Bristol's transport network; air quality; AG: Bristol's population.	n/a
	14. To maintain and improve the existing highway network	DMC30 DMC31	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Climate, Energy and Waste	15. To reduce the risk of flooding from all sources	DMC32 DMC33	+	+	+	I	Both	Local and City-wide.	R: Biodiversity; public health; built environment. AG: Bristol's population; local wildlife.	n/a
	16. Sustainably manage natural resources, including water demand and quality and reducing waste being landfilled	DMC34 DMC35 DMC36 DMC37	+	+	+	D	Both	Local; City-wide; Trans-boundary.	R: Natural environment (water and land); AG: Bristol's population; local wildlife.	MB: Retain supporting text requirement for access to local water supplies (i.e., to avoid over abstraction), and to avoid pollution via allotment activity (e.g., impact of pesticide use).
	17. Minimise air and noise pollution	DMC38	+	+	+	n/a	n/a	n/a	n/a	n/a
	18. To maximise the potential for energy efficiency, reduce greenhouse gas emissions and ensure that the built and natural environment and its communities can withstand the effects of climate change	DMC39 DMC40 DMC41 DMC42	+	+	+	Both	Both	Local and City-wide.	As above.	MB: Include supporting text for renewable energy uses / infrastructure on allotment and community growing sites.

Policy FS3 The protection of existing food growing enterprises

SEA Theme	SA Framework Objective	D-M Criteria	Policy FS3							
			Significance of Effect (0/+/-/?)			Direct (D) or Indirect (I)	Temporary (T) or Permanent (P)	Spatial Scale of Effect	Receptors (R) and/or affected groups (AGs)	Suggested Appropriate Mitigation (AM) / Policy Cross-reference (CR) / opportunity to maximise benefit (MB)
			Short	Med	Long					
Population, Housing and Communities	1.To ensure an adequate and diverse supply of housing that is affordable to everyone	DMC1 DMC2 DMC3 DMC4	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
	2. Promote the conservation and wise use of land, maximising the reuse of previously developed land	DMC5 DMC6 DMC7	+	+	+	D	Both	Local and City-wide.	R: Local wildlife and biodiversity. AG: Bristol's population	MB: Clarify that the existing food growing enterprises and allotments should be supported by recent evidence of use to avoid unnecessary protection of land that would otherwise be appropriate for sustainable development.
	3. Ensure easy and affordable access to key services	DMC8	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
	4. Increase participation in cultural and community activities	DMC9	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Health and Inequalities	5. To reduce poverty and income inequality and improve the quality of life for those living in areas of concentrated disadvantage	DMC10 DMC11	+/?	+/?	+/?	I	Both	Local and City-wide.	R: Bristol's economy. AG: Bristol's population	n/a
	6. To reduce health inequalities and promote healthy lifestyles across the city	DMC12 DMC13 DMC14	+	+	+	D	Both	Local and City-wide.	R: Public health; built environment; air quality. Bristol's population; AG: Bristol's population; wildlife.	MB: Include supporting text reference to protecting community food growing enterprises that are located within areas of deprivation (based on the Index of Multiple Deprivation).
	7. Ensure access to education and learning for all sections of society	DMC15 DMC16	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Economy and Employment	8. To support the economy and ensure that there are suitable opportunities for employment	DMC17 DMC18 DMC19 DMC20 DMC21	+	+	+	D	Both	Local and City-wide.	R: Bristol's economy. AG: Bristol's population	n/a
	9. Ensure access to a range of shopping facilities for all sections of society	DMC22 DMC23	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Townscape and Landscape	10. To ensure the conservation and enhancement of local character including landscape features and the historic environment and its setting	DMC24	+	+	+	I	Both	Local and City-wide.	R: Built environment; cultural heritage.	n/a
	11. To ensure the conservation and enhancement of biological and geological assets and improve the quality of wildlife habitats	DMC25 DMC26	+	+	+	I	Both	Local and City-wide.	R: Local wildlife and biodiversity; natural environment.; AG: Bristol's population; wildlife.	n/a
	12. To ensure the protection and enhancement of green and blue infrastructure and ensure access to a variety of open space and recreation	DMC27	+	+	+	I	Both	Local and City-wide.	R: Local wildlife and biodiversity; natural environment.; AG: Bristol's population; wildlife.	n/a
Transport	13. To encourage a demonstrable modal shift and reduce the need to travel	DMC28 DMC29	+/?	+/?	+/?	I	Both	Local and City-wide.	R: Bristol's transport network; air quality; AG: Bristol's population.	n/a
	14. To maintain and improve the existing highway network	DMC30 DMC31	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Climate, Energy and Waste	15. To reduce the risk of flooding from all sources	DMC32 DMC33	+	+	+	I	Both	Local and City-wide.	R: Biodiversity; public health; built environment; AG: Bristol's population; local wildlife.	MB: Include supporting text reference to not permitting development where it would result in increased flood risk to existing enterprises.
	16. Sustainably manage natural resources, including water demand and quality and reducing waste being landfilled	DMC34 DMC35 DMC36 DMC37	+	+	+	D	Both	Local; City-wide; Trans-boundary.	R: Natural environment (water and land); AG: Bristol's population; local wildlife.	MB: Include supporting text reference to not permitting development where it would affect water supply.
	17. Minimise air and noise pollution	DMC38	+	+	+	D	Both	Local; City-wide; Trans-boundary.	R: Air quality; biodiversity; public health; built environment; AG: Bristol's population; local wildlife.	n/a
	18. To maximise the potential for energy efficiency, reduce greenhouse gas emissions and ensure that the built and natural environment and its communities can withstand the effects of climate change	DMC39 DMC40 DMC41 DMC42	+	+	+	Both	Both	Local and City-wide.	As above.	AM: Include supporting text reference to not permitting development where it would affect: energy supply, accessibility, or result in increases flood risk.

Evaluation of Effects	Food sustainability
	Scale of effects: The scale of effects would be predominantly localised and attributable to individual sites where development is proposed and existing food growing areas. There is also potential for impacts on adjacent receptors (including surrounding local communities and green infrastructure networks). However, there is also potential for city-wide and transboundary effects where the implementation of policies as a whole would affect the city’s provision of sustainable food production with potential for widespread benefits for public health. Social, economic and environmental effects of the grouped policies: • Of this group of policies, only Policy FS3 is expected to result in positive effects for SA Objective 2 by protecting existing food growing enterprises and focusing development at alternative locations which may include brownfield sites. • All three policies (FS1, FS2 and FS3) have the potential to generate direct positive effects in relation to the promotion of healthy lifestyles and addressing health inequalities in the city (SA Objective 6). Positive, potentially uncertain, effects are expected to be particularly pronounced where the policies support the protection of, and investment in, existing and new allotment spaces or community food growing spaces within the city’s more deprived communities and associated positive effects are recorded SA Objective 5. The effects on SA Objective 5 are partly uncertain given that these will be dependent upon the specific location of new and existing allotments and food growing spaces in relation to more deprived areas, which is not addressed through the policy text. All three policies are expected to provide residents with access to options for healthy food, and would also support increased potential for physical and mental wellbeing. • Policies FS1 and FS2 have unknown effects in relation to SA Objective 10. By providing new areas for allotments and food growing enterprises the policies may help to protect and enhance the existing character of the city. However, the effects are uncertain depending on the specific design of new allotments and food growing enterprises. In contrast Policy FS3 is likely to have a positive effect in relation to this SA Objective. This policy ensures the protection of existing allotments and food growing spaces and it is expected that as a result, spaces that make important contributions to local character will remain free from inappropriate development. • While allotments and food growing space for residents (Policies FS1 and FS2) are not expected to generate many new employment opportunities, Policy FS3 could generate minor positive effects for SA Objective 8 given that it supports the protection of both community and private food growing enterprises within the city. • Policies FS1 and FS2 have the potential to generate positive effects for SA Objectives 11 and 12 which address protection and enhancement of the biodiversity and geodiversity, including green and blue infrastructure. Positive effects would be especially prominent where provision of new allotments or community food growing spaces are integrated with existing networks and wildlife corridors, and proposed West of England Nature Partnership opportunity areas. Positive effects are also likely for Policy FS3 in relation to these SA Objectives, given that it would help to maintain areas of greenfield as undeveloped areas where biodiversity connectivity is supported. • There is also potential for all three policies to result in positive, uncertain, effects in relation to SA Objectives 13 and 17 where community food growing spaces are accessible by sustainable modes of transport including active travel. These policies may also help to reduce the food miles, carbon emissions and air pollution associated with food distribution and consumption in the city. • Given that all three policies would help to maintain undeveloped areas of greenfield land where the infiltration of surface water could occur, positive effects are likely in relation to SA Objective 15. • Positive effects are also expected for all three policies in relation to the sustainable management of natural resources (e.g. soil and water) (SA Objective 16). By providing new space for allotments and food growing enterprising and protecting existing provisions, it is likely that these policies will help to preserve areas of greenfield land that can contribute to food growing in the city. • Additional positive effects are expected for each of the policies in relation to SA Objective 18, with the potential for any effects to increase into the long term. These policies promote food security and sustainable food production on a local scale. The policies are therefore likely to help support the city’s resilience (and potential provide positive transboundary benefits where production is of sufficient scale) where food supply chains may be affected by climate change events into the future. This is in addition to any contribution allotments and food growing spaces can make to mitigating the effects of climate change, such as by reducing urban heat island effect and contributing to reduced flood risk.

Assessing Changes to Retained Policies

Assessing Changes to Retained Policies

The Bristol Local Plan Pre-Submission Publication Version (November 2023) carries forward a number of the policies from the currently adopted Local Plan. Where this is the case, and no material change has been made to the policy as it is presented in the adopted plan, an appraisal of that policy is not included in this SA report. Where there are slight wording changes to draft policies, the sustainability effects of these policies are assessed briefly in this final section. It is not proportionate nor necessary to assess these retained policies against the full SA Assessment Framework; instead, a simple commentary is provided on the differences in Table 2 below.

Table 2 Approach to Assessment of Retained Policies

Policy in Publication Version November 2023 Draft Local Plan	Policy in adopted Local Plan
Policy SSE8 Public houses	Policy SSE8 retains Adopted Policy DM6 Public houses in the Site Allocations and Development Management Policies (2014), subject to a series of minor changes: - The policy states that it applies to proposals involving the loss of '<i>all or part</i>' of an established public house. - Requirements for demonstrating that it is permissible for such loss are expanded to state that <i>'i. The public house is no longer and cannot feasibly be made economically viable' and 'ii. An adequate and diverse range of alternative public house provision exists within the locality.'</i> [addition to the Policy SSE8 in bold text]. In addition, supporting policy text is expanded from that in Policy DM6, to detail methods for assessing viability alongside marketing and valuation requirements, referencing the Council's new practice note²¹. Marketing is expected to be demonstrated by applicants for a minimum of 18 months. Supporting policy text is also expanded to include definitions of 'locality' which relate to public houses, to support assessment of alternative provision. Where Policy SSE8 amends the adopted Policy DM6 to ensure it applies to proposals affecting 'part' of public houses and introduces further supporting policy text in relation to assessing viability and undertaking marketing, this is together considered to enhance the protection of such facilities. It is considered that this would have minor positive effects for Objective 4 of the SA framework which seeks to increase participation in cultural and community facilities.
BG7 The St. Paul's Green Link	Policy BG7 retains adopted Policy BCAP24 The St Paul's Green Link in the Bristol Central Area Plan (2015), subject to one minor change: Amendment to supporting policy text to clarify the spatial area to which the improved Green Link connections are to benefit. In BCAP24, this is cited to form stronger connections with Riverside Park and the River Frome, whereas in Policy BG7 the Green Link is to form stronger connections with the Frome Gateway Area of Growth and Regeneration. The above change represents a minor amendment to align the retained policy with the Bristol Local Plan Pre-Submission Publication Version (November 2023) proposed Areas of Growth and Regeneration. Policy BG7 would potentially enhance the beneficial effects of the policy for SA framework Objectives 6 and 13, as it could support active travel access / improvements within a wider spatial area.

²¹ Bristol City Council (2022). DM6: Public Houses Practice Note. October 2022.

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T3A Transport development management	Policy T3A retains adopted Policy DM23 Transport development management in the Site Allocations and Development Management Policies (2014), subject to a series of minor changes: • The policy's development expectations are amended to include: <i>'Safe and adequate access for all sections of the community within the development and onto the highway network including designs which include permeability for sustainable modes of travel and secure low vehicle speeds'</i> [addition to the Policy T3A in bold text]. • Inclusion of an additional requirement for development proposals within Policy T3A, to ensure that these provide: <i>'Direct, clear, safe, convenient and attractive links to existing routes, local and wider services, amenities and facilities'</i>. Supporting policy text also sets out how design of development proposals are to incorporate suitable accessibility for all sections of the community; and includes new references to Council's Transport Development Management Guidance (TDMG) throughout. As Policy T3A is amended to require permeability of developments for sustainable travel modes, this is considered to have potential for more positive effects for SA framework Objectives 6 and 13 addressing healthy lifestyles and sustainable transport. Where Policy T3A includes an additional requirement for development to ensure connections to existing routes and local services, amenities and facilities, this is likely to produce more positive effects for Objectives 3 and 4, by supporting easy access to key services and accessibility to cultural and community facilities.
CHE1 Conservation and the historic environment	Policy CE1 retains adopted Policy BCS22 Conservation and the historic environment in the Bristol Core Strategy (2011), subject to a series of minor changes: • Policy CHE1 includes development requirements for specific assets including archaeological remains, listed buildings, conservation areas, and introduces new requirements specific to Registered Historic Parks and Gardens; and locally important heritage assets. These are listed within adopted Policy BCS22. • Detailed guidance is included relating to understanding, conserving and recording heritage assets, where proposals would affect the significance of these or their wider historic setting. • New requirements for energy efficiency measures and renewables where those proposed within listed buildings or within conservation areas will be supported, where they will not <i>'adversely affect the character and appearance of the heritage asset'</i>. By setting out how proposals can safeguard and enhance historic assets and the character of these, Policy CHE1 is likely to introduce positive effects for SA Framework Objective 10. However, minor negative unknown effects for Objective 18 could be introduced where the energy efficiency measures and renewables requirements could restrict uptake of such measures or inclusion within design of proposals seeking the adaptive conversion of listed buildings.
DC3 Alterations to existing buildings	Policy DC3 retains adopted Policy DM30 Alterations to Existing Buildings in the Site Allocations and Development Management Policies (2014) subject to one minor change: • Cross reference to Draft Policy DMP1: Delivering well-designed, inclusive places to state that this policy will also apply to development involving the alteration of existing buildings and the council's design guides and codes. Reference currently in adopted policy DM30 in relation to Policy DM2 applying to

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	'proposals for new shopfronts, external signage and/or external installations and security measures' removed. In addition, the policy introductory text is amended to reference the wider design principles and ambitions of the local plan and consideration of Council's Design Codes. The above change represents a minor amendment to align the retained policy with the Bristol Local Plan Pre-Submission Publication Version (November 2023) and emerging local design guidance i.e. design codes.
DC4 Recycling and refuse provision in new development	Policy DC4 retained adopted Policy DM32 Recycling and Refuse Provision in New Development in the Site Allocation and Development Management Policies (2014) subject to one minor change: • Cross reference within the policy text to the 'Waste and Recycling Storage and Collection Facilities' Guidance for Developers of Residential, Commercial and Mixed-Use Properties (March 2022) which sets out the specific standards for recycling and refuse provision at the time of the Local Plan's adoption. • This update is reflected in the policy supporting text which also cross references to the 'Waste and Recycling Storage and Collection Facilities' Guidance for Developers of Residential, Commercial and Mixed-Use Properties (March 2022), rather than repeating the current standards. The above change represents a minor amendment to align the retained policy with updated supplementary planning guidance.
FR1 Flood risk and water management	Policy FR1 retains adopted Policy BCS16 Flood Risk and Water Management in the Bristol Core Strategy (2011). There are no changes to the policy text itself. The policy supporting text has had minor updates to ensure that cross references to national policy and other policies within the Local Plan are up-to-date. These are minor amendments to align the retained policy with the Bristol Local Plan Pre-Submission Publication Version (November 2023).
HW1A Noise	Policy HW1A retains adopted Policy DM35 Noise Mitigation in the Site Allocations and Development Management Policies (2014), subject to a series of minor changes: • An amended definition of 'noise sources' to include entertainment uses and to exclude aerodromes. • Inclusion of a reference to require development to be in accordance with the agent of change principle. • Adjustment to the list of items to account for within noise mitigation schemes, to remove '<i>Measures to reduce or contain generated noise</i>' and to include an amendment to the following: '<i>Measures to reduce noise within the development to acceptable levels, including external areas or screening with vegetation where possible</i>' [addition to the Policy HW1A in bold text]. • Amendment to the condition stating that development '<i>will not be permitted if mitigation cannot be provided to an appropriate standard with an acceptable design</i>', to remove reference to where this is '<i>particularly in proximity to sensitive existing uses or sites</i>'. • The supporting policy text is also amended to include explanatory text for 'noise-generating development' and noise from plant and equipment; references are made to the most up-to-date standards for noise.

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	This policy aligns with the ‘agent of change’ principle derived from the NPPF, introduced since the adoption of the Site Allocations and Development Management Policies (2014); this principle seeks to protect existing noise generating businesses whilst safeguarding amenity of future neighbouring occupiers. Expansion of the noise sources defined within Policy HW1A could better protect existing entertainment uses and therefore have beneficial effects for SA framework Objectives 4 and 8 addressing cultural and community facilities and the local economy (including the nighttime economy). In addition, the inclusion of vegetation screening as a potential form of mitigation could boost local and city-wide tree cover/vegetation for minor positive effects for biodiversity and green infrastructure, alongside amenity. It is considered that Policy HW1A therefore could have minor positive effects for SA framework Objectives 12.
HWB Contaminated Land	Policy HWB retains adopted Policy DM34 Contaminated Land in the Site Allocations and Development Management Policies (2014), subject to a series of minor changes: • Inclusion of a new requirement for development to demonstrate that <i>‘Remediation measures must be appropriate for the lifetime of the development and must factor in the potential impacts of climate change.’</i> • In addition, supporting policy text is amended in relation to the potential for a written remediation method statement, which clarifies that this would likely be required at pre-commencement stage. References are made to NPPG and Investigation of Potentially Contaminated Sites Code of Practice. It is considered that the above changes would likely produce positive effects for SA framework Objective 18 in relation to climate change resilience, and benefits for Objective 12 where remediation affects wildlife habitats.