



Bristol Local Plan

Sustainability Appraisal of the Bristol Local Plan Pre-Submission Publication Version (2023)

Non-Technical Summary



Contents

1.	Introduction	3
1.1	The Bristol Local Plan : Overview	3
1.2	The Bristol Local Plan: Progress So Far	4
1.3	What is the Vision and Aims of the Local Plan Publication?	5
1.4	The Role of Sustainability Appraisal.....	5
1.5	The Role of the SA.....	6
2.	Stages A1 – A3: Policy Context, Sustainability Context and Identifying Issues and Problems	7
3.	Stage A4: Developing the SA Framework	10
4.	Stages B1 and B2: Assessing the Local Plan Objectives and Options and Strategic Reasonable Alternatives.....	13
5.	Stage B3: Assessing Local Plan Policies and Sites	13
5.1	Appraisal of Plan Policies	14
5.2	Appraisal of Site Allocations.....	16
5.3	Total Plan Impacts.....	20
6.	Stage B4: Methods for mitigating adverse effects and maximising beneficial effects	25
7.	Stage B5: Measures to monitor the significant effects of implementing the Local Plan	25
8.	Consultation	Error! Bookmark not defined.

1. Introduction

1.1 The Bristol Local Plan : Overview

The current Bristol Local Plan consists of a set of three documents covering the period until 2026, including: the Core Strategy (2011); the Site Allocations and Development Management Policies Development Plan Document (2014); and the Bristol Central Area Plan (2015). Alongside the Joint Waste Core Strategy from March 2011 and Neighbourhood Plans within Bristol, this forms the statutory development plan. In combination with the National Planning Policy Framework (NPPF), the development plan helps direct decisions on planning applications and growth in Bristol.

The Core Strategy established the need for a five-year cycle of monitoring and review with an interim review date of 2016 and a major review date of 2021. Preparation of the emerging draft Local Plan Review therefore began in 2018; at this point, Bristol City Council (BCC), South Gloucestershire Council (SGC), Bath & North East Somerset Council (B&NES) and North Somerset Council (NSC) had been working together to prepare the West of England Joint Spatial Plan (JSP). In 2020, however, the JSP was withdrawn and the strategic planning context for the Bristol Local Plan was due to be set out instead within the West of England Combined Authority Spatial Development Strategy (SDS), prepared between BCC, SGC and B&NES. As of 2022, work on the SDS is not now being progressed and so the strategic planning context for Bristol's Local Plan is established as a standalone Development Plan Document through a process of cooperation with our neighbouring councils.

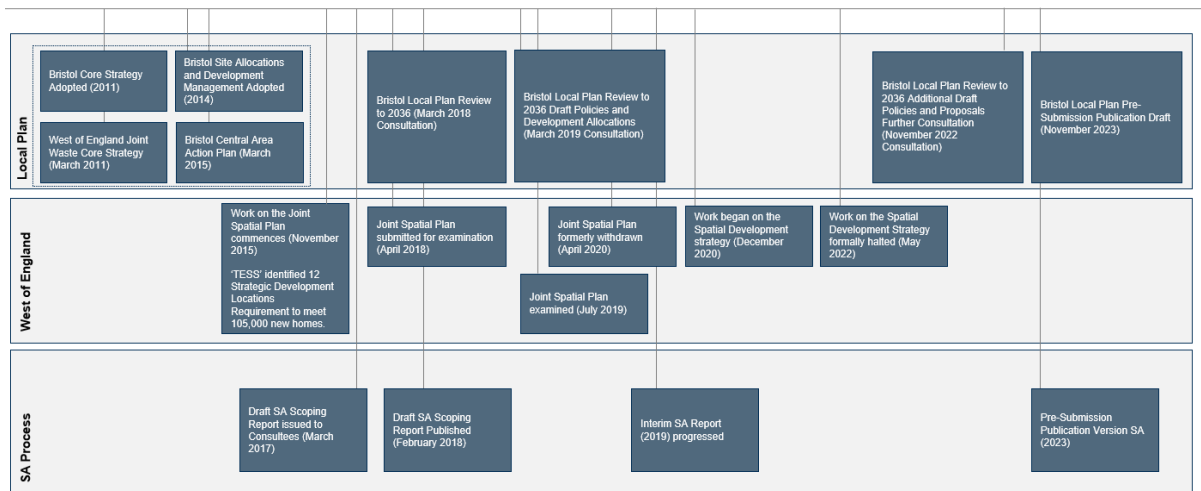
An updated planning policy framework is therefore needed to guide development up to 2040. When the Review started it was expected that many existing policies would be carried forward from the current Local Plan where they remained up-to-date and relevant. However, with the passage of time and changing strategic context it is now necessary to rewrite the whole Local Plan.

The new Bristol Local Plan will therefore comprise a single document. It should be noted that some policies look very similar to those in the existing Local Plan where these continue to be consistent with national planning policy and support the overall aims and objectives.

1.2 The Bristol Local Plan: Progress So Far

The Bristol Local Plan has developed over a series of stages.

Figure 1 Progress of Bristol Local Plan



Consultation on the new Bristol Local Plan Review commenced in February 2018. At this point, new policies related to: the delivery of new homes through urban living; aiming to exceed the housing target; ensuring employment land and premises are available in the right places; providing new protection for open spaces; and, updating current climate change and sustainability policies. At this point, a series of existing adopted policies were to be retained.

In March 2019, a second round of Regulation 18 Stage consultation was undertaken by BCC on the 'Bristol Local Plan Review: Draft Policies and Development Allocations' document, which sought feedback on 70 draft development site allocations and over 50 draft policies. At this point, the JSP set out the overall strategy for how housing needs in the wider Bristol and Bath area would be met over the period to 2036. Policies in the current Local Plan which were consistent with the JSP and Local Plan Review, were proposed to be retained.

The intention was that responses to the March 2019 Consultation Draft would shape a formal Regulation 19 Consultation Draft. However, changes in the approach to planning at a regional level, national policy changes and the need to give even greater priority to climate and ecological emergencies resulted in further changes to proposals in November 2022. The Further Consultation (November 2022) was published by BCC which covered an additional 22 policies and changes to a series of development locations and allocations. It acknowledged that the Spatial Development Strategy was no longer being progressed, and so the strategic planning context for Bristol's Local Plan was to be established through a process of cooperation with neighbouring councils.

The Bristol Local Plan Pre-Submission Publication Version (2023) therefore represents a culmination of previous Regulation 18 Consultation versions and contains a series of new policies and proposals. It covers the: the development strategy; infrastructure and social value; urban living; housing and economy; shopping and local centres; green infrastructure and biodiversity; transport; community facilities; net zero and climate change; design; health and wellbeing and utilities and minerals. It also contains the full suite of development allocations proposed through previous consultations.

1.3 What is the Vision and Aims of the Local Plan Publication?

The vision for the Local Plan Publication Version is set out as follows:

The vision for Bristol is of a diverse and inclusive city where inequality and deprivation have been substantially narrowed. The delivery of new and affordable homes through urban living will enable housing needs to be addressed and help to secure the development of rapid transit systems which deliver sustainable, connected communities. A city with a high quality, healthy environment, with attractive open spaces, clean air, vibrant and inclusive sports and cultural facilities, cherished heritage and communities engaged in the development of their city.

Bristol Local Plan Pre-Submission Publication Version vision (November 2023)

By 2025... the new local plan will be in place... 2,000 homes a year will be being built across the city. There is a focus on affordable homes – that means council housing, housing association homes and other forms of tenure which put homes in reach of people who can't access market housing. Regeneration and development will be happening across the city with regeneration plans extending to more areas and sites.

By 2030... a further 20,000 new and affordable homes will have been built since 2020 and the city will be reaching a population of 500,000 people within a growing region. Bristol will have met its zero carbon reduction targets.

By 2040... at least 34,700 new homes, served by new transport services, will have been completed across the city since the plan period began. New communities and neighbourhoods will have been created across the city. Urban living approaches will have seen areas sustainably grow with new homes, workspace and mixed uses. Bristol will be a resilient city able to respond to the challenges looking ahead to the middle of the 21st century.

Looking ahead to 2050... ... a city of 550,000+ people in inclusive communities, served by a rapid transit network which connects neighbourhoods in Bristol and the wider region. The city will have world class digital connectivity and will be taking the lead in the technological innovations of that time.

1.4 The Role of Sustainability Appraisal

A Sustainability Appraisal (SA) must be carried out throughout the preparation of the Local Plan. Its role is to 'promote sustainable development by assessing the extent to which the emerging plan, when judged against reasonable alternatives, will help to achieve relevant environmental, economic and social objectives¹.'

The Sustainability Appraisal (SA) process began with the preparation of Scoping Report in 2018. It identified relevant plans, programmes and sustainability objectives, detailed baseline information and identified sustainability issues and problems. The Scoping Report also set out the SA Framework, which formed the overarching guiding framework for appraising elements of the plan against.

To align with the progression of the March 2019 Consultation Draft Local Plan, an Interim Sustainability Appraisal ('Interim SA Report (2019)') was prepared. The Interim SA Report (2019)

¹ Planning Practice Guidance (PPG) (2019) Paragraph: 001 Reference ID: 11-001-20190722

provided to Council Officers an initial assessment of the extent to which proposed policies in the Bristol Local Plan Review: Draft Policies and Development Allocations (March 2019) Consultation Draft, when judged against reasonable alternatives, would help achieve relevant environmental, economic and social sustainability objectives or have environmental effects. The outcomes of the Interim SA have informed policies within the Publication Version November 2023 Draft Local Plan.

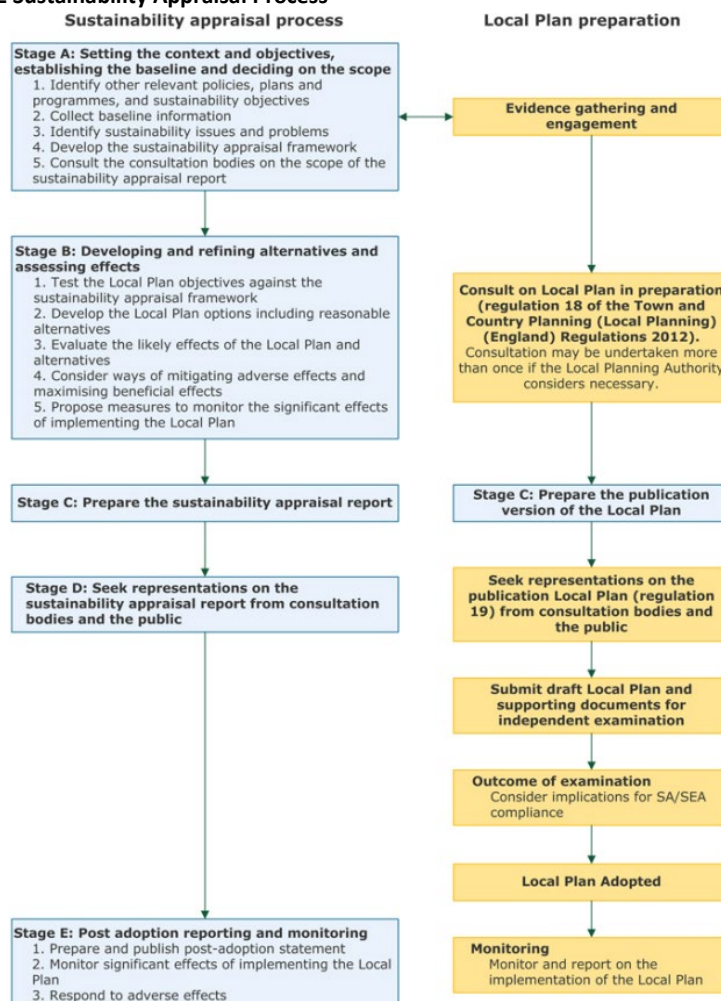
This Non-Technical Summary provides a summary of the SA for the Publication Version November 2023 Draft Local Plan. The 2023 Sustainability Appraisal: Main Report (herein referred to as the 'Main SA Report') predicts and assesses likely effects of the policies and sites in the Local Plan, alongside any reasonable alternatives that were also considered.

1.5 The SA Process

Producing an SA is a legal requirement, as set out in the Strategic Environmental Assessment (SEA) Regulations. The National Planning Policy Framework (NPPF) and Planning Practice Guidance (PPG) also require that all Local Plans are informed by an SA. PPG sets out the key stages of Local Plan preparation and their relationship with the SA process.

Figure 2 sets out the Sustainability Appraisal Process. Sections 2 – 7 of this Non-Technical Summary provide an overview of the stages in this Figure, as completed for the SA of the Publication Version November 2023 Draft Local Plan.

Figure 2 Sustainability Appraisal Process



Source: Planning Practice
Guidance, Paragraph: 013
Reference ID: 11-013-20140306

2. Stages A1 – A3: Policy Context, Sustainability Context and Identifying Issues and Problems

Stages A1 – A3 of the SA process consist of: identifying relevant policies; collecting information on the existing environmental, economic and social characteristics of the area likely to be affected by the plan; and, identifying key sustainability issues.

Appendix 1 of this SA lists key national, regional and local strategy and policy documents and identifies relevant objectives or policies for the Bristol Local Plan. It highlights the way those objectives or any environmental considerations should be taken into account in plan preparation and their implications for the SA process. It also notes evidence base documents, such as Census 2021, to identify key baseline indicators, their performance against any stated targets or comparators, the relationship with the plan area, and how key environmental considerations should be accounted.

Table 1 summarises the key sustainability issues in Bristol against the SEA topics and grades the current situation against the likely future if there were no Local Plan, using a traffic light system whereby red represents a 'significant negative' effect, amber represents a 'minor negative' effect and green represents a 'minor positive' effect.

Table 1 Summarising the 'Current Situation' against the SEA topics

SEA Topic	Current situation	Likely future without Plan	Key sustainability issues
Population, housing and communities			Bristol is experiencing above national average population growth, with housing delivery, affordability and availability of housing for all remaining a key issue. The Local Housing Needs Assessment (2023) identified that, using the standard methodology with the urban uplift, there was a 20-year dwelling growth of 67,600 homes. This was significantly more than the rate of growth based on the most recent official household projections over the same period, which was identified a need for 31,300 new households. The plan aims to meet and exceed this housing requirement. In absence of the plan, meeting this housing need would be likely be less coordinated and uncertain, with opportunities to exceed this target being unclear. Housing delivery and housing affordability remains a key issue, where Bristol has experienced an above national average increase in house prices (90% in the last 10 years) and a higher housing affordability ratio than England's average. a rapid rise in homelessness and households living in temporary accommodation. The Local Housing Needs Assessment indicates that the there is a need to provide for 8,646 households unable to afford to rent or buy over the plan period 2020 – 2040. The LHNA notes that there remains a net increase of existing households needing affordable housing in Bristol each year, with Bristol only reaching its affordable housing completions target once since 2009/10, in 2021/2022. Supply of affordable housing is particularly poor in Bristol as any residential sites have high redevelopment costs due to their brownfield status, or high existing or alternative values². In absence of the Plan, and associated policies related to deliver of more homes and more affordable housing, this problem would likely be exacerbated. Data indicates an increasingly diverse community within Bristol, with increasing numbers of university students, ethnic backgrounds and a range of incomes,

² SD14J Topic Paper 6 Affordable Housing April 2018

SEA Topic	Current situation	Likely future without Plan	Key sustainability issues
			and a substantial level of Gypsy and Traveller communities. These communities all require different needs, homes and services; without conscious inclusion in planning for different communities, the challenges these groups face are likely to increase. Without a plan, service and infrastructure would fall behind population growth and lead to some communities without appropriate access to such facilities. Between 2001 and 2021, 37,200 dwellings were built³, the vast majority of which were delivered on brownfield land, with a very small proportion being built on greenfield sites. Bristol City Council has carried out a thorough urban potential assessment which has established the capacity of the urban area to deliver around a further 12,400 homes by 2036 on sites of ten or more dwellings. Without intervention, and consideration of other greenfield sites, it is unlikely that housing need within Bristol would be achieved.
Health and inequalities			Bristol contains some of the most deprived areas in the country, with 41 LSOAs falling within the most deprived 10% in England for Multiple Deprivation 2019. Of these, only five LSOAs have moved out of the 10% decile since 2015, whilst at the same time four LSOAs have moved into the worst performing 10% (Sherrin Way, Withywood, Hicks Gate and Hengrove West). Whilst there are a slightly lower proportion of residents which live in the most deprived areas of the city, inequality still persists. Without a plan, and strategic targeting of deprivation, the most deprived areas may continue to see no change in the current situation. In addition, significant life expectancy inequalities exist within the City. Mental health issues are more prevalent within Bristol's population than nationally, obesity rates are high and there are health impacts associated with air quality exceedances of legal limits in several areas of the city. In terms of educational attainment, significantly fewer young people go on to higher education compared to the national average (31.6% to 42.2%). There is disparity across the city in terms of educational attainment, with deprived areas below the national average. The Local Plan can ensure the built environment contributes to delivering health benefits, and supports healthy, inclusive and active communities. Without a Plan in place, development is less likely to deliver health benefits. Walking and cycling remain popular options of travel for Bristol residents, although the number walking or cycling to work reduced in 2022 compared to 2021. The level of car ownership remains high (the highest of the UK Core Cities). Without a Plan in place to require upgrades to transport networks, site permeability, and facilities, development is less likely to deliver improvements to the transport network.
Economy and employment			Bristol has had strong economic performance with high SME survival, a high employment rate and a high graduate retention rate. However, Bristol continues to have deprivation 'hotspots' that are amongst some of the most deprived areas in the country, based on earnings inequalities, underperformance in education and skills and pay and skills gaps. Without the Local Plan, there will be no opportunity to balance the provision of employment space and residential provision across the City or access to education / skills, and therefore, areas of deprivation would be likely to prevail.
Townscape and landscape			Green and blue infrastructure, providing a range of habitats and is critical to the functioning of the city:

³ ORS (2022) Reviewing the demographic evidence for the City of Bristol to establish local housing need

SEA Topic	Current situation	Likely future without Plan	Key sustainability issues
			- Approximately a fifth of the City's land area is given over to various forms of green spaces. - Around 15%, or 1,787ha, is protected for wildlife, and there are 1,564ha of publicly accessible parks and green spaces. - The Plan area covers a number of Site of Special Scientific Interest (SSSIs), includes Special Areas of Conservation (SACs), and is bounded by the Severn Estuary Ramsar and SSSI. - Numerous locally designated Sites of Nature Conservation Interest (SNCI) and Local Nature Reserves cover the Plan area. - Over 3,800 allotment plots are located within the city. Bristol has 33 conservation areas, and a large quantity of designated heritage assets and character areas. Development of the city's brownfield and greenfield land poses some sustainability issues related to impacts on such sites, valued landscapes and designated assets. However, if this is undertaken in absence of a plan, effects may be more severe, uncoordinated and potentially result in loss of valuable habitats and species.
Transport and movement			Transport linked CO2 emissions are projected to increase by a further 22% across the West of England region by 2036 if action is not taken to address these at a regional and local level⁴. Whilst 19% of all journeys in Bristol are by public transport and there has been an increase in cycling, without a plan to coordinate the location of growth with planned infrastructure improvements the ability to directly reduce strategic transport emissions will be more challenging.
Climate, energy and waste			Whilst CO2 emissions have decreased by 33% since 2005 and per capita emissions have reduced by 45%, Bristol's current carbon emission projections would not meet carbon neutral targets by 2030.⁵ In addition, no rivers in Bristol currently achieve 'Good Ecological Status' against the WFD due to impacts from flood protection / land drainage schemes and development. A large proportion of the city centre is at risk of flooding from the River Avon and the River Severn (particularly at Avonmouth). As set out under health and inequalities above, air pollution exceeds legal limits for NO2 and PM10 in parts of the city defined as Air quality Management Areas (AQMAs), which has adverse health implications and increased deaths. Without the plan, the ability to meet the emissions targets may be challenging or indeed not possible as planning policy is currently the only tool for the delivery of renewable energy technology, climate adaptability and sustainable design (e.g. SuDs) in new development. The Local Plan can provide further support in the long-term approach to climate change mitigation and adaption and setting aspirational energy efficiency targets for new development. However, there are potential risks associated with development within flood zones within the city.

⁴ West of England Combined Authority, Joint Local Transport Plan 4 2020-2036

⁵ Bristol One City (2020) One City Climate Strategy

3. Stage A4: Developing the SA Framework

The preparation of an SA Framework is a recognised approach when undertaking a sustainability appraisal to ensure a consistent and methodological appraisal is completed.

Table below shows the SA framework used to appraise the Publication Version November 2023 Draft Local Plan. The way in which the SA Framework has developed over the course of the SA process is described in more detail in Appendix 1 of the Main SA Report.

Table 2 SA Framework

Topic	Sustainability Objective	Decision Making Criteria
Population, Housing and Communities SEA Directive Topic(s): (b) population (c) human health	1. To ensure an adequate and diverse supply of housing that is affordable to everyone	DMC1: Would development or policy provide sufficient housing to meet the identified needs of all communities within the city? DMC2: Would the development or policy ensure an adequate contribution to affordable housing? DMC3: Would the development or policy provide an appropriate mix of types of housing to meet the identified needs of all communities within the city, without resulting in harm to existing communities? DMC4: Would the development or policy enable alternative methods of delivery, including community-led and self-build?
	2. Promote the conservation and wise use of land, maximising the re- use of previously developed land	DMC5: Would development or policy provide an opportunity for the reuse or regeneration of previously developed land? DMC6: Would development or policy provide an opportunity for a higher density within a sustainable location? DMC7: Would development or policy maintain greenfield land and maintain the openness and permanence of the Green Belt?
	3. Ensure easy and affordable access to key services	DMC8: Would development be within, or would policy ensure development is within, easy walking distance of key services (e.g. GP, post office, community centre)?
	4. Increase participation in cultural and community activities	DMC9: Would development or policy result in a net gain of community or service facilities?
Health and Inequalities SEA Directive Topic(s): population human health	5. To reduce poverty and income inequality and improve the quality of life for those living in areas of concentrated disadvantage	DMC10: Would development or policy contribute to improvements in the built environment in deprived areas? DMC11: Would development or policy offer potential for regeneration or investment in deprived areas (i.e. new homes, jobs and infrastructure?)
	6. To reduce health inequalities and promote healthy lifestyles across the city	DMC12: Would development or policy contribute to improving air quality? DMC13: Would development or policy contribute to positive wellbeing and healthy lifestyles, including good living conditions and access to open spaces, pleasant surroundings and healthier food choices? ⁶ DMC14: Would development or policy make walking and cycling easy and attractive as routine methods of transport?

⁶ Note that access to services and facilities (including healthcare facilities and GPs) is addressed through SA objective 3 and has not been considered through SA objective 6 to avoid 'double counting'.

Topic	Sustainability Objective	Decision Making Criteria
	7. Ensure access to education and learning for all sections of society	DMC15: Would development or policy result in a net gain of adequate educational facilities DMC16: Would development or policy ensure that educational services are located within easy walking distance?
Economy and Employment SEA Directive Topic(s): population human health (j) material assets	8. To support the economy and ensure that there are suitable opportunities for employment	DMC17: Would development or policy provide a range of high quality employment spaces to meet the identified needs of all communities and employers within the city? DMC18: Would development or policy support opportunities for growth (i.e. creation of employment spaces, supporting infrastructure etc.) in priority employment sectors? DMC19: Would development or policy regenerate or provide employment opportunities in areas that are currently experiencing high rates of unemployment? DMC20: Would development or policy maintain existing strategic employment opportunities? DMC21: Would development or policy support delivery of carbon neutral employment, by reducing the need to travel for employment, improving digital connectivity or delivering low or zero carbon employment spaces?
	9. To ensure access to a range of shopping facilities for all sections of society	DMC22: Would development or policy enhance and diversify the vitality and viability of the city, local and / or retail centres? DMC23: Would development be, or policy ensure, development is within easy walking distance of retail services?
Built and Natural Environment SEA Directive Topic(s): (a) biodiversity fauna (e) flora (f) soil (k) cultural heritage (l) landscape	10. To ensure the protection conservation and enhancement of local character including important landscape features and the historic environment and its setting	DMC24: Would development or policy avoid degradation support the conservation and enhancement of heritage assets, townscape and landscape?
	11. To ensure the protection conservation and enhancement biological and geological assets and improve the quality of wildlife habitats	DMC25: Would development or policy protect conserve and / or enhance biological, geological and nationally or internationally designated nature conservation assets as well as non-statutory designations from adverse effects? DMC26: Would development or policy enable a net gain in biodiversity?
	12. To ensure the protection and enhancement green and blue infrastructure and ensure access to a variety of open space and recreation	DMC27: Would development or policy maximise the opportunity to provide multifunctional green infrastructure?
Transport and Movement SEA Directive Topic(s): (b) population (c) human health	13. To encourage a demonstrable modal shift and reduce the need to travel	DMC28: Would development or policy offer an opportunity to support improve access to and viability and quality of sustainable transport modes (walking, cycling and public transport) for all communities? DMC29: Would development or policy offer an opportunity to support the delivery of new transport (including for sustainable transport) and digital infrastructure?
	14. To maintain and improve the existing highway network	DMC30: Would development or policy likely bring an increase in levels of traffic in an area already experiencing congestion issues?

Topic	Sustainability Objective	Decision Making Criteria
		DMC31: Would development or policy offer an opportunity to enhance or improve the existing highway network?
Climate, Energy and Waste SEA Directive Topic(s): (c) human health; (f) soil; (g) water; (h) air; (i) climatic factors; (j) material assets;	15. To reduce the risk of flooding from all sources	DMC32: Would development or policy be directed towards lower flood risk areas and / or offer opportunities to significantly reduce flood risk? DMC33: Would development or policy support sustainable and resilient flood risk management?
	16. Sustainably manage natural resources, including water demand and quality and reducing waste being landfilled	DMC34: Would development or policy have a beneficial effect on water resources? DMC35: Would development or policy likely have an effect on water quality, and would it provide opportunity to improve water quality? DMC36: Would development or policy ensure a high standard of sustainable design and construction through minimising resource use, energy efficiency and waste production? DMC37: Would development or policy maximise opportunities to support sustainable urban food production?
	17. Minimise air and noise pollution	DMC38: Would development minimise exposure to pollution or offer opportunity to reduce pollutions?
	18. To maximise the potential for energy efficiency, reduce greenhouse gas emission and ensure that the built and natural environment and its communities can withstand the effects of climate change	DMC39: Would development or policy enable aspirational targets for energy efficiency to be achieved? DMC40: Would development or policy provide opportunities for a net gain in renewable energy production and zero carbon energy supply within the Plan area? DMC41: Would development or policy provide opportunities for the use of low carbon and decentralised energy sources (including energy networks)? DMC42: Would development or policy increase resilience to the effects of climate change?

The SA Framework has been used to assess the reasonable alternatives, the policies and the site allocations within the Publication Version November 2023 Draft Local Plan.

In order to determine the significance of effects against the criteria within the SA a symbol and colour coding system was used as shown below. Sometimes, combined symbols were used (for example '+/?' or '-/?') as often there is a likelihood of positive/negative effects but insufficient information to ensure certainty at this stage.

Table 3 Key for Assessing Significance of Effects

Symbol	Meaning	Description of effect
++	Significant positive	Proposed development or policy likely to have a potentially significant positive effect.
+	Minor positive	Proposed development or policy likely to have a potentially minor positive effect
0	Neutral	Neutral, not considered likely to have an effect
?	Uncertain	Uncertain or unknown effects (based on final implementation or further information needed)
-	Minor negative	Proposed development or policy likely to result in a potentially minor negative effect
--	Significant negative	Proposed development or policy would be likely to have a potentially significant negative effect

4. Stages B1 and B2: Assessing the Local Plan Objectives and Options and Strategic Reasonable Alternatives

Stages B1 and B2 of the SA process assess the Local Plan objectives and options against the SA Framework, as well as the reasonable alternatives that have been considered. The purpose of this stage is to identify synergies or compatibility; where there are incompatibility or inconsistencies, it is for plan-makers to decide on priorities.

The Bristol Local Plan Pre-Submission Publication Version (2023) sets out the new spatial strategy for development in Bristol up to 2040. The revised vision, rationale and aims have helped to inform the development of new plan policies and identify new site allocations. As such, in accordance with best practice and Planning Practice Guidance⁷, an assessment has been made in relation to the compatibility of the Publication Version November 2023 Draft Local Plan objectives with the SA Objectives. This is presented in Tables 8 and 9 within the Main SA Report.

The SA should also assess all strategic reasonable alternatives, including the preferred approach, and assess these against the baseline environmental economic social characteristics of the area. The table below summarises the strategic reasonable alternatives considered in the preparation of the Publication Version November 2023 Draft Local Plan and the significance of effects. The reasonable alternatives considered are discussed with more detail within Section 5 of the Main SA Report.

5. Stage B3: Assessing Local Plan Policies and Sites

Stage B3 of the SA evaluates the likely effects of the Local Plan and alternatives.

The policies of the Bristol Local Plan Pre-Submission Publication Version (2023) have been appraised against the Sustainability Objectives as set out in Section 3 above. Table 4 below sets out the results of this appraisal, which are covered in Appendix 3 of the SA.

A similar assessment was carried out in relation to site allocations, for which the results of the appraisal are set out within Table 5 and Table 6. This is detailed further within Appendix 4 of the SA.

In addition to assessing Local Plan policies and sites, 'Total Plan Impacts' have been considered. These assess the overall broad effects of the Local Plan, as a whole, when compared to the current situation against the SA Objectives. Table 8 sets out a summary of the total impacts of the plan.

⁷ Paragraph: 013 Reference ID: 11-013-20140306 Stage B.1

5.1 Appraisal of Plan Policies

Table 4 provides a summary of the Publication Version November 2023 Draft Local Plan policies appraised against the SA Framework. A more detailed appraisal of each policy can be found in Appendix 3 of the Main SA Report.

Table 4 Assessment of Appendix 3 Assessing the effects of the Bristol Local Plan Pre-Submission Publication Version (November 2023) policies

	1. To ensure an adequate and diverse supply of housing that is affordable to everyone	2. Promote the conservation and wise use of land, maximising the reuse of previously developed land	3. Ensure easy and affordable access to key services	4. Increase participation in cultural and community activities	5. To reduce poverty and income inequality and improve the quality of life for those living in areas of concentrated disadvantage	6. To reduce health inequalities and promote healthy lifestyles across the city	7. Ensure access to education and learning for all sections of society	8. To support the economy and ensure that there are suitable opportunities for employment	9. Ensure access to a range of shopping facilities for all sections of society	10. To ensure the conservation and enhancement of local character including landscape features and the historic environment and its setting	11. To ensure the conservation and enhancement of biological and geological assets and improve the quality of wildlife habitats	12. To ensure the protection and enhancement of green and blue infrastructure and ensure access to a variety of open space and recreation	13. To encourage a demonstrable modal shift and reduce the need to travel	14. To maintain and improve the existing highway network	15. To reduce the risk of flooding from all sources	16. Sustainably manage natural resources, including water demand and quality and reducing waste being landfilled	17. Minimise air and noise pollution	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
DS1 Bristol City Centre	++	+/?	+/?	+/?	+/?	-/?	+/?	+/?	+/?	-/?	-/?	+/?	+/?	+/?	--/?	?	-/?	+/?
DS1A Bristol City Centre – Broadmead, Castle Park and the Old City	+/?	+/?	++	++	+/?	-/?	-/?	+/?	++	?	+/?	+/?	+/?	-/?	--/?	?	-/?	+/?
DS2 Bristol Temple Quarter	+/?	+/?	+/?	+/?	+/?	-/?	+/?	+/?	+/?	--/?	-/?	+/?	+/?	+/?	--/?	?	-/?	+/?
DS3 St Philip's Marsh	+/?	+/?	+/?	?	+/?	0/?	+/?	+/?	+/?	0/?	-/?	+/?	+/?	+/?	--/?	?	-/?	+/?
DS4 Western Harbour	+/?	+/?	+/?	+/?	+/?	-/?	+/?	+/?	+/?	--/?	-/?	+/?	+/?	+/?	--/?	?	-/?	+/?
DS5 Frome Gateway	+/?	+/?	+/?	+/?	+/?	-/?	+/?	+/?	+/?	0	?	+/?	+/?	+/?	--/?	?	-/?	+/?
DS6 Lawrence Hill	+/?	+/?	+/?	+/?	+/?	-/?	+/?	+/?	+/?	0/?	-/?	+/?	+/?	+/?	0/?	?	-/?	+/?
DS7 Central Fishponds	+/?	+/?	+/?	+/?	+/?	?	+/?	+/?	+/?	?	-/?	+/?	+/?	+/?	0/?	?	-/?	?
DS8 Central Bedminster	+/?	+/?	+/?	+/?	+/?	-/?	+/?	+/?	+/?	-/?	-/?	+/?	+/?	+/?	-/?	?	-/?	+/?
DS9 Brislington	+/?	+/?	+/?	?	+/?	-/?	+/?	+/?	+/?	?	-/?	+/?	+/?	+/?	?	?	-/?	?
DS11 Development allocations – southwest Bristol	+/?	--/?	?	?	+/?	?	+/?	?	?	?	?	?	?	?	-/?	?	?	+/?
DS12 New neighbourhood – Bath Road, Brislington	+/?	--/?	+/?	?	+/?	0/?	+	0/?	+/?	?	-/?	+/?	+/?	+/?	?	?	?	?
DS13 Lockleaze	+/?	?	+/?	?	+/?	+/?	+/?	+/?	+/?	?	-/?	+/?	+/?	+/?	?	?	+/?	?
DS14 Central Southmead	+/?	?	+/?	+/?	+/?	?	+/?	-/?	+/?	0	-/?	?	+/?	+/?	0/?	?	+/?	?
IDC1 Development contributions and CIL	n/a	n/a	+/?	+/?	+/?	+/?	+/?	+/?	+/?	?	?	+/?	+/?	+/?	+/?	?	?	?
SV1 Social value and inclusion	n/a	n/a	n/a	+	+	+	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	+
UL1 Effective and efficient use of land	+/?	++	+/?	n/a	+/?	?	?	+	+/?	+/?	?	?	+/?	?	?	?	?	?
UL2 Residential densities	+/?	+/?	?	n/a	+/?	?	?	n/a	?	+/?	?	?	+/?	?	?	?	?	?
AH1 Affordable housing provision	+/?	?	n/a	n/a	+/?	+/?	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
H2 Preventing the loss of residential accommodation	+	+/?	n/a	0/?	0/?	+/?	0/?	n/a	n/a	n/a	n/a	n/a	0/?	0/?	0/?	0/?	n/a	n/a
H4 Housing type and mix	+/?	+/?	+/?	n/a	+/?	+/?	+/?	+/?	+/?	0/?	n/a	n/a	?	?	n/a	n/a	n/a	n/a
H5 Self-build and community-led housing	+/?	-/?	?	?	0/?	?	?	-/?	?	?	-/?	-/?	?	?	?	n/a	n/a	n/a
H6 Houses in multiple occupation and other shared housing	+/?	?	n/a	n/a	n/a	?	n/a	n/a	n/a	+/?	?	?	n/a	+/?	?	?	?	?
H7 Managing the development of purpose-built student accommodation	+/?	+/?	?	n/a	n/a	?	?	n/a	?	?	?	?	+/?	n/a	?	?	?	?
H8 Older people's and other specialist needs housing	+/?	?	+/?	n/a	n/a	+/?	n/a	n/a	+/?	?	?	?	+/?	n/a	?	?	?	?
BTR1 Build to Rent housing	+/?	?	?	n/a	+/?	+/?	n/a	n/a	n/a	?	?	?	?	?	?	?	?	?
H9 Accessible homes	+/?	n/a	n/a	n/a	n/a	?	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
H10 Planning for traveller sites	+/?	?	+	n/a	n/a	?	n/a	n/a	n/a	?	?	?	n/a	n/a	?	?	?	?
E1 Inclusive economic development	?	n/a	n/a	n/a	+/?	n/a	+/?	+/?	n/a	n/a	n/a	n/a	?	n/a	n/a	n/a	n/a	?
E2A New workspace within mixed use development	0/?	+/?	?	?	?	?	n/a	+/?	n/a	?	?	?	?	0/?	?	?	?	?
E3 Location of office development	n/a	+/?	+/?	n/a	+/?	?	n/a	+/?	+/?	?	?	?	?	?	?	?	?	?
E4 Industry and Distribution Areas	n/a	+/?	+/?	+/?	+/?	?	+/?	+/?	+/?	?	?	?	+/?	?	-/?	?	-/?	?
E5 Avonmouth Industrial Area and Bristol Port	n/a	-/?	n/a	n/a	+/?	?	n/a	+/?	n/a	-/?	-/?	?	?	?	--/?	?	0/?	+/?
E6 Affordable workspace	n/a	n/a	n/a	+	+	n/a	n/a	+	n/a	+	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
E8 Digital connectivity and inclusion	0/?	0/?	+/?	+/?	+/?	n/a	n/a	+/?	n/a	?	?	?	n/a	n/a	n/a	n/a	n/a	n/a
SSE1 Supporting Bristol's Centres - network and hierarchy	+	+	++	+	+	+	n/a	+	++	?	n/a	n/a	+/?	n/a	n/a	n/a	+/?	n/a
SSE2 Development in Bristol's centres	+/?	+	++	+	+	+	n/a	+	++	?	n/a	n/a	+/?	n/a	n/a	n/a	+	n/a
SSE3 Supporting Bristol's evening, night-time and culture economy	?	+	+	+	+	+	n/a	+	n/a	?	n/a	n/a	+/?	n/a	n/a	n/a	+	n/a
SSE4 Town centre first approach to development	n/a	+	++	+	+	+	n/a	+	++	?	n/a	n/a	+/?	n/a	n/a	n/a	+	n/a
SSE5 Temporary uses in centres	n/a	++	n/a	+	+/?	+	n/a	+/?	++	+	n/a	n/a	+/?	n/a	n/a	n/a	+	n/a
SSE6 Retaining and enhancing markets	n/a	n/a	n/a	+	+	+	n/a	+	++	n/a	n/a	n/a	+/?	n/a	n/a	n/a	+	n/a
SSE7 Provision of public toilets	n/a	n/a	+	+	n/a	+	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
BG1 Green Infrastructure and biodiversity in new development	-/?	n/a	+/?	n/a	+/?	+	n/a	-/?	n/a	+/?	++	++	+/?	n/a	+	+	+	+
BG2 Nature Conservation and Recovery	-/?	n/a	n/a	n/a	+/?	+	n/a	-/?	n/a	+/?	++	++	n/a	n/a	+	+	+	+
BG3 Achieving Biodiversity Gains	-/?	n/a	n/a	n/a	+/?	+	n/a	-/?	n/a	+/?	++	+/?	n/a	n/a	+	+	+	+
BG4 Trees	-/?	n/a	n/a	n/a	+/?	+	n/a	-/?	n/a	+/?	++	+/?	n/a	n/a	++	n/a	++	++

	1.To ensure an adequate and diverse supply of housing that is affordable to everyone	2. Promote the conservation and wise use of land, maximising the reuse of previously developed land	3. Ensure easy and affordable access to key services	4. Increase participation in cultural and community activities	5. To reduce poverty and income inequality and improve the quality of life for those living in areas of concentrated disadvantage	6. To reduce health inequalities and promote healthy lifestyles across the city	7. Ensure access to education and learning for all sections of society	8. To support the economy and ensure that there are suitable opportunities for employment	9. Ensure access to a range of shopping facilities for all sections of society	10. To ensure the conservation and enhancement of local character including landscape features and the historic environment and its setting	11. To ensure the conservation and enhancement of biological and geological assets and improve the quality of wildlife habitats	12. To ensure the protection and enhancement of green and blue infrastructure and ensure access to a variety of open space and recreation	13. To encourage a demonstrable modal shift and reduce the need to travel	14. To maintain and improve the existing highway network	15. To reduce the risk of flooding from all sources	16. Sustainably manage natural resources, including water demand and quality and reducing waste being landfilled	17. Minimise air and noise pollution	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
BG5 Biodiversity and access to Bristol's waterways	-/?	n/a	+/?	n/a	+/?	+	n/a	-/?	n/a	+/?	++/?	++	+/?	n/a	++	++	n/a	++
G11 Local Green Space	-	+	n/a	+	n/a	+	n/a	-	n/a	+	+	+	n/a	n/a	+/?	+/?	+	+
G12 Reserved Open Green Space	0/?	+/?	n/a	+/?	n/a	+	n/a	0/?	n/a	+/?	+/?	+/?	n/a	n/a	+/?	+/?	+/?	+/?
G13 Incidental Open Spaces	n/a	n/a	n/a	n/a	n/a	+/?	n/a	n/a	n/a	+/?	+/?	+/?	n/a	n/a	+/?	n/a	+/?	+/?
T1 Development and transport policies	0/?	+/?	+/?	n/a	+/?	++/?	+/?	+/?	+/?	?	?	?	++/?	+/?	n/a	?	?	?
T2 Transport infrastructure improvements	n/a	n/a	n/a	n/a	+/?	++	+/?	+/?	+/?	+/?	+/?	?	++	+/?	n/a	n/a	++/?	n/a
T2A Protected transport and movement routes	n/a	n/a	n/a	n/a	+/?	?	n/a	+/?	+/?	?	?	?	?	++/?	n/a	n/a	?	n/a
T4A Parking, servicing and the provision of infrastructure for electric vehicles	n/a	n/a	n/a	n/a	+/?	+/?	n/a	+/?	+/?	?	?	?	+/?	n/a	n/a	n/a	+/?	n/a
T6 Active travel routes	n/a	n/a	n/a	n/a	+/?	+/?	+/?	+/?	+/?	+/?	+/?	?	++/?	+/?	n/a	n/a	+/?	n/a
NZC1 Climate change, sustainable design and construction	+	0/?	n/a	n/a	+/?	+/?	n/a	+/?	n/a	?	n/a	n/a	+/?	n/a	n/a	+/?	+/?	+/?
NZC2 Net zero carbon development – operational carbon	-/?	0/?	n/a	?	?	0/?	?	+/?	n/a	?	n/a	n/a	n/a	n/a	n/a	+/?	+/?	+
NZC3 Embodied carbon, materials and circular economy	?	+	n/a	n/a	+/?	n/a	n/a	+/?	n/a	+/?	n/a	n/a	n/a	n/a	n/a	++	+	++
NZC4 Adaptation to a changing climate	-/?	n/a	n/a	n/a	+/?	+	n/a	?	n/a	?	+/?	+/?	n/a	n/a	+/?	++	+/?	+/?
NZC5 Renewable energy development	n/a	0/?	n/a	n/a	n/a	+	n/a	?	n/a	?	?	?	?	n/a	?	+/?	+/?	++
FR2 Bristol Avon Flood Strategy	-/?	n/a	n/a	n/a	n/a	n/a	n/a	-/?	n/a	-/?	0/?	+	+/?	n/a	++	+	n/a	+
DPM1 Delivering well-designed, inclusive places	+/?	+	+/?	+	+/?	+	n/a	0/?	+/?	+	+	+/?	+	n/a	?	+	+	+
DC1 Liveability in residential development including space standards and private outdoor space	+/?	+/?	n/a	n/a	+/?	+/?	n/a	n/a	n/a	?	?	+/?	n/a	n/a	?	?	?	?
DC2 Tall buildings	+/?	+/?	+/?	n/a	+/?	?	?	+/?	+/?	0/?	?	?	+/?	?	?	?	?	?
AD1 Advertisements	n/a	n/a	n/a	n/a	n/a	+	n/a	?	n/a	+	n/a	n/a	n/a	n/a	n/a	n/a	+	n/a
HW1 Pollution control and water quality	0/?	0/?	n/a	+/?	+/?	+	n/a	+/?	n/a	n/a	+	+	?	?	0	+	+/?	+/?
HW2 Air quality	0/?	0/?	+/?	n/a	+/?	+/?	+/?	+/?	+/?	?	?	?	+/?	+	n/a	+/?	+	+/?
HW3 Takeaways	n/a	n/a	n/a	n/a	n/a	+	n/a	n/a	+/?	?	?	?	-/?	n/a	n/a	-/?	?	?
FS1 The provision of allotments	n/a	n/a	n/a	+	+/?	+	n/a	n/a	n/a	?	+	+	+/?	n/a	+	+	+/?	+
FS2 Provision of food growing space in new developments	n/a	n/a	n/a	+	+/?	+	n/a	n/a	n/a	?	+	+	+/?	n/a	+	+	+	+
FS3 The protection of existing food growing enterprises and allotments	n/a	+	n/a	n/a	+/?	+	n/a	+	n/a	+/?	+/?	+/?	+/?	n/a	+	+	+	+

5.2 Appraisal of Site Allocations

Table 5 and Table 6 provide a summary of the Publication Version November 2023 Draft Local Plan residential and employment site allocations appraised against the SA Framework. A more detailed appraisal can be found in Appendix 4 of the Main SA Report.

Table 5 Predicting and evaluating the effects of Publication Version November 2023 Draft Local Plan Site Allocations against Appendix 2 Framework to inform the prediction and evaluation of the effects

		SA Objectives																																									
		1				2			3	4	5		6			7		8					9		10	11		12	13		14		15		16					17	18		
Site ref	Site Address	DMC1	DMC2	DMC3	DMC4	DMC5	DMC6	DMC7	DMC8	DMC9	DMC10	DMC11	DMC12	DMC13	DMC14	DMC15	DMC16	DMC17	DMC18	DMC19	DMC20	DMC21	DMC22	DMC23	DMC24	DMC25	DMC26	DMC27	DMC28	DMC29	DMC30	DMC31	DMC32	DMC33	DMC34	DMC35	DMC36	DMC37	DMC38	DMC39	DMC40	DMC41	DMC42
KS10 / BDA0802	Redcliffe Way	+	?	0	0	++	++	0	++	?	++	++	-	++	++	+/?	+						+	+	+ / ?	-/?	?	+/?	++	++ / ?	-/?	+/?	-/?	?	0	0	0	0	-	?	?	+	?
BDA0103	Land at Cheltenham Road / Bath Buildings, Montpelier	+	+	0	0	+	+	0	++	?	++	++	-	++	++	+/?	+						+	+	+ / ?	?	?	?	++	++ / ?	-/?	+/?	++	?	0	0	0	0	-	?	?	?	?
BDA0105	Land to the rear of 64-68 Stokes Croft, St. Paul's	+	+	0	0	+	++	0	++	?	++	++	-	++	++	+/?	+						+	+	+ / ?	?	?	?	++	++ / ?	-/?	+/?	++	?	0	0	0	0	-	?	?	+	?
BDA0302	Land to West of Ashton Gate Stadium, Marsh Road / Winterstoke Road	?	?	0	0	++	+	0	++	?	0	0	0	++	++	+/?	+						+	+	0	?	?	+/?	+	++ / ?	-/?	+/?	--	?	0	0	0	0	0	?	?	+	?
BDA0303	Former Ashton Sidings 'City Gateway', Ashton	+	+	0	0	-	+	-	++	?	+	+	-	++	++	+/?	+						+	+	+ / ?	-/?	?	+/?	+	++ / ?	-/?	+/?	+/?	?	0	0	0	0	-	?	?	+	?
BDA0304	1-25 Bedminster Down Road, Parson Street	+	+	0	0	+	+	0	++	?	0	0	-	++	++	+/?	+						+	+	0	?	?	?	++	++ / ?	-/?	+/?	++	?	0	0	0	0	-	?	?	?	?
BDA0305	233-237 West Street, Bedminster	+	+	0	0	+	+	0	++	?	0	0	-	++	++	+/?	-						+	+	0	?	?	?	++	++ / ?	-/?	+/?	++	?	0	0	0	0	-	?	?	?	?
BDA0401	Land at Gloucester Road / Merton Road, Horfield	+	+	0	0	++	+	0	++	?	0	0	-	++	++	+/?	+						+	+	0	?	?	?	+	++ / ?	-/?	+/?	++	?	0	0	0	0	-	?	?	?	?
BDA0601	Land at Latimer Close, Brislington	+	+	0	0	-	+	-	++	?	+	+	0	++	++	+/?	-						+	+	0	-/?	?	+/?	+	++ / ?	-/?	+/?	++	?	0	0	0	+/?	0	?	?	?	?
BDA0702	Land at Marmalade Lane (south), Brislington	+	+	0	0	--	+	-	++	?	0	0	0	++	++	+/?	+						+	+	0	-/?	?	+/?	+	++ / ?	-/?	+/?	+/?	?	0	0	0	0	0	?	?	?	?
BDA0703	Land at Marmalade Lane (north), Brislington	+	+	0	0	-	+	-	++	?	0	0	0	++	++	+/?	+						+	+	0	-/?	?	+/?	+	++ / ?	-/?	+/?	++	?	0	0	0	+/?	0	?	?	?	?
BDA0901	2-16 Clifton Down Road	+	+	0	0	+	+	0	++	?	0	0	-	++	++	+/?	+						+	+	+ / ?	?	?	?	+	++ / ?	-/?	+/?	++	?	0	0	0	0	-	?	?	?	?
BDA1001	Land west of Hampton Lane, Clifton Down	+	+	0	0	+	+	0	++	?	0	0	-	++	++	+/?	+						+	+	+ / ?	?	?	?	++	++ / ?	-/?	+/?	++	?	0	0	0	0	-	?	?	?	?
BDA1002	Land at Whiteladies Gate, Clifton Down	+	+	0	0	+	+	0	++	?	0	0	-	++	+	+/?	+						+	+	+ / ?	?	?	?	+	++ / ?	-/?	+/?	++	?	0	0	0	0	-	?	?	?	?
BDA1003	Land adjacent Alma Vale Road and Alma Court	+	+	0	0	+	+	0	++	?	0	0	-	++	++	+/?	+						+	+	+ / ?	?	?	?	++	++ / ?	-/?	+/?	++	?	0	0	0	0	-	?	?	?	?
BDA1004	Barley House, Oakfield Grove	+	+	0	0	+	+	0	++	?	0	0	0	++	++	+/?	+						+	+	+ / ?	?	?	?	++	++ / ?	-/?	+/?	++	?	0	0	0	0	0	?	?	?	?
BDA1101	Land at Gibson Road	+	+	0	0	++	+	0	++	?	0	0	-	++	++	+/?	+						+	+	+ / ?	?	?	?	++	++ / ?	-/?	+/?	++	?	0	0	0	0	-	?	?	?	?
BDA1102	Land at Sydenham Lane	+	+	0	0	+	+	0	++	?	+	+	-	++	++	+/?	+						+	+	+ / ?	?	?	?	++	++ / ?	-/?	+/?	++	?	0	0	0	0	-	?	?	?	?
BDA1201	16-20 Fishponds Road, Easton	+	+	0	0	+	+	0	++	?	++	++	-	++	++	+/?	+						+	+	0	?	?	+/?	++	++ / ?	-/?	+/?	-/?	?	0	0	0	0	-	?	?	?	?
BDA1301	Stapleton Cricket Club	+	+	++	++	--	0	-	+	?	0	0	-	++	++	+/?	+						+	+	+ / ?	-/?	?	+/?	+	++ / ?	-/?	+/?	++	?	0	0	0	0	-	?	?	?	?
BDA1302	Land south of Rose Green Close, Eastville	+	+	0	0	+	+	-	+	?	+	+	0	++	++	+/?	+						0	0	0	-/?	?	+/?	+	++ / ?	-/?	+/?	++	?	0	0	0	0	0	?	?	?	?
BDA1303	Land at Hendys Yard, Lower Grove Road	+	+	0	0	+	+	0	++	?	++	++	0	++	++	+/?	+						+	+	0	?	?	+/?	+	++ / ?	-/?	+/?	++	?	0	0	0	0	0	?	?	?	?
BDA1304	Land to the rear of Rose Green Road, Eastville	+	+	0	0	+	+	0	++	?	0	0	0	++	++	+/?	+						0	0	0	-/?	?	?	+	++ / ?	-/?	+/?	++	?	0	0	0	0	0	?	?	?	?
BDA1305	525 Stapleton Road, Fishponds	+	+	0	0	+	+	0	++	?	+	+	-	++	++	+/?	+						+	+	0	?	?	+/?	++	++ / ?	-/?	+/?	++	?	0	0	0	0	-	?	?	?	?
BDA1401	Land at Hartcliffe Way	+	+	0	0	++	+	0	++	?	++	++	0	++	++	+/?	+						+	+	0	?	?	+/?	++	++ / ?	-/?	+/?	+/?	?	0	0	0	0	0	?	?	?	?
BDA1402	Land at Nover's Hill	+	+	0	0	++	+	0	++	?	++	++	0	++	++	+/?	+						+	+	0	-/?	?	?	++	++ / ?	-/?	+/?	++	?	0	0	0	0	0	?	?	?	?
BDA1501	Land at College Road, Fishponds	+	+	++	++	-	0	-	++	?	+	+	0	++	++	+/?	+						+	+	+ / ?	-/?	?	+/?	+	++ / ?	-/?	+/?	++	?	0	0	0	0	0	?	?	?	?
BDA1601	Land to the rear of 96 Church Road/ Orchard Drive, Bishopsworth	+	+	0	0	+	+	0	++	?	++	++	0	++	++	+/?	+						+	+	+ / ?	?	?	?	+	++ / ?	-/?	+/?	++	?	0	0	0	0	0	?	?	?	?
BDA1702	14 Wyck Beck Road, Brentry	+	+	0	0	+	+	0	++	?	++	++	0	++	++	+/?	+						+	+	0	?	?	?	+	++ / ?	-/?	+/?	++	?	0	0	0	0	0	?	?	?	?
BDA1901	Land at the corner of Lodge Causeway / Berkeley Road, Fishponds	+	+	0	0	+	+	0	++	?	0	0	0	++	++	+/?	+						+	+	0	?	?	?	+	++ / ?	-/?	+/?	++	?	0	0	0	0	0	?	?	?	?
BDA2001	3 Kelston Road	+	+	0	0	+	+	0	++	?	0	0	0	++	++	+/?	+						+	+	0	?	?	?	+	++ / ?	-/?	+/?	++	?	0	0	0	0	0	?	?	?	?

		SA Objectives																																									
		1				2			3	4	5		6			7		8					9		10	11		12	13		14		15		16				17	18			
Site ref	Site Address	DMC1	DMC2	DMC3	DMC4	DMC5	DMC6	DMC 7	DMC 8	DMC9	DMC10	DMC11	DMC12	DMC13	DMC14	DMC15	DMC16	DMC17	DMC18	DMC19	DMC20	DMC21	DMC22	DMC23	DMC24	DMC25	DMC26	DMC27	DMC28	DMC29	DMC30	DMC31	DMC 32	DMC33	DMC34	DMC35	DMC36	DMC37	DMC38	DMC39	DMC40	DMC41	DMC42
BDA2301	Land to the south of Warwick Road / Oxford Place, Easton	+	+	0	0	+	+	0	++	?	++	++	-	++	++	+/?	+						+	+	0	?	?	?	++	++ / ?	-/?	+/?	++	?	0	0	0	0	-	?	?	?	?
BDA2302	Former Barton Hill Nursery School, Queen Ann Road, St Phillips	+	+	0	0	+	+	0	++	?	+	+	-	++	++	+/?	+						+	+	0	?	?	?	++	++ / ?	-/?	+/?	++	?	0	0	0	0	-	?	?	?	?
BDA2501	33 Zetland Road,	+	+	0	0	+	+	0	++	?	0	0	-	++	++	+/?	+						+	+	+ / ?	?	?	?	++	++ / ?	-/?	+/?	++	?	0	0	0	0	-	?	?	?	?
BDA2502	Land at Cossins Road, Redland	+	+	0	0	+	+	0	++	?	0	0	0	++	++	+/?	+						+	+	+ / ?	?	?	?	+	++ / ?	-/?	+/?	++	?	0	0	0	0	0	?	?	?	?
BDA2601	Land at Two Mile Hill Road / Charlton Road, St George	+	+	0	0	++	+	0	++	?	0	0	0	++	++	+/?	+						+	+	0	?	?	?	+	++ / ?	-/?	+/?	++	?	0	0	0	0	0	?	?	?	?
BDA2602	81-83 Two Mile Hill Road, St George	+	+	0	0	+	+	0	++	?	0	0	0	++	++	+/?	+						+	+	0	?	?	?	+	++ / ?	-/?	+/?	++	?	0	0	0	0	0	?	?	?	?
BDA2603	Land at Two Mile Hill Road / Waters Road, St George	+	+	0	0	+	+	0	++	?	++	++	0	++	++	+/?	+						+	+	0	?	?	?	+	++ / ?	-/?	+/?	++	?	0	0	0	0	0	?	?	?	?
BDA2605	Land at Broad Road / Lodge Road, St George	+	+	0	0	+	+	0	++	?	+	+	0	++	++	+/?	+						+	+	0	?	?	?	+	++ / ?	-/?	+/?	++	?	0	0	0	0	0	?	?	?	?
BDA2702	Land at corner of Bryants Hill and Furber Road, St George	+	+	0	0	+	+	0	++	?	0	0	0	++	++	+/?	+						+	+	0	-/?	?	?	+	++ / ?	-/?	+/?	++	?	0	0	0	0	0	?	?	?	?
BDA2703	Land at Nags Head Hill, St George	+	+	0	0	+	+	0	++	?	0	0	0	++	++	+/?	+						+	+	0	?	?	?	+	++ / ?	-/?	+/?	++	?	0	0	0	0	0	?	?	?	?
BDA2801	Land to the south of Blackswarth Road, Avonview	+	+	0	0	++	+	0	++	?	++	++	0	++	++	+/?	+						+	+	+ / ?	-/?	?	+/?	+	++ / ?	-/?	+/?	--/?	?	0	0	0	0	0	?	?	?	?
BDA2802	Part of Soaphouse Industrial Estate, Howard St	+	+	0	0	+	+	0	++	?	0	0	-	++	++	+/?	+						+	+	0	-/?	?	?	+	++ / ?	-/?	+/?	++	?	0	0	0	0	-	?	?	?	?
BDA2803	222-232 Church Road, St. George	+	+	0	0	+	+	0	++	?	++	++	-	++	++	+/?	+						+	+	0	-/?	?	?	+	++ / ?	-/?	+/?	++	?	0	0	0	0	-	?	?	?	?
BDA2901	Land at Lanercost Road	+	+	++	0	--	+	-	++	?	+	+	0	++	++	+/?	+						+	+	0	?	?	?	+	++ / ?	-/?	+/?	++	?	0	0	0	0	0	?	?	?	?
BDA2902	Works at Felstead Rd	+	+	0	0	+	+	0	++	?	+	+	0	++	++	+/?	+						+	+	0	?	?	?	+	++ / ?	-/?	+/?	-/?	?	0	0	0	0	0	?	?	?	?
BDA3002	1-7 Smyth Road, Southville	+	+	0	0	+	+	0	++	?	0	0	0	++	++	+/?	+						+	+	0	?	?	?	++	++ / ?	-/?	+/?	++	?	0	0	0	0	0	?	?	?	?
BDA3101	Greville EPH, Lacey Road, Stockwood	+	+	0	0	++	+	0	+	?	0	0	0	++	+	+/?	+						+	+	0	?	?	?	0	++ / ?	-/?	+/?	++	?	0	0	0	0	0	?	?	?	?
BDA3201	Land at Sanctuary Gardens, Sneyd Park	+	+	0	0	++	0	0	+	?	0	0	0	++	++	-/?	-						+	+	+ / ?	?	?	?	+	++ / ?	-/?	+/?	++	?	0	0	0	0	0	?	?	?	?
BDA3401	122 Bath Road, Totterdown, Bristol	+	+	0	0	+	+	0	++	?	++	++	-	++	++	+/?	+						+	+	0	?	?	?	+	++ / ?	-/?	+/?	++	?	0	0	0	0	-	?	?	+	?
BDA2101	94-96 & 119 Cumberland Road, Spike Island	+	+	0	0	+	++	0	++	?	0	0	-	++	++	+/?	+						+	+	+ / ?	?	?	?	+	++ / ?	-/?	+/?	++	?	0	0	0	0	-	?	?	+	?
BDA2401	Bridge Farm, Land at South Hayes, Lockleaze	+	+	++	++	--	+	-	+	?	0	0	-	++	++	+/?	+						+	+	+ / ?	-/?	?	+/?	+	++ / ?	-/?	+/?	-/?	?	0	0	0	0	-	?	?	?	?
BDA2002	272-276 and 290-298 Southmead Road	+	+	0	0	+	+	0	++	?	0	0	0	++	++	+/?	+						+	+	0	?	?	?	+	++ / ?	-/?	+/?	++	?	0	0	0	0	0	?	?	?	?
BDA2102 / CFS23001	Maritime Heritage Centre Public Car Park, Gas Ferry Road, Bristol, BS1 6JL	+	?	0	0	+	++	0	++	?	0	0	-	++	++	+/?	+						+	+	+ / ?	?	?	?	+	++ / ?	-/?	+/?	-/?	?	0	0	0	0	-	?	?	+	?
BDA0801	The Grove & Prince Street Car Park, Harbourside, Bristol, BS1 4RB	+	?	0	0	+	++	0	++	?	0	0	-	++	++	+/?	+						+	+	?	?	?	+/?	+	++ / ?	-/?	+/?	-/?	?	0	0	0	0	-	?	?	+	?
BDA3301 / CFS23003	Former St Ursula's Academy, Brecon Road, Westbury-on-Trym, Bristol, BS9 4DT	+	+	0	0	-	+	-	++	?	0	0	0	++	++	+/?	-						+	+	+ / ?	?	?	?	+	++ / ?	-/?	+/?	++	?	0	0	0	0	0	?	?	?	?

Table 6 Predicting and evaluating the effects of Publication Version November 2023 Draft Local Plan Industrial and Distribution Areas, Maritime Industrial and Warehousing Areas and Avonmouth Site Allocations Sites (Task B3) against Appendix 2 *Framework to inform the prediction and evaluation of the effects*

		1				2			3	4	5		6		7		8					9		10	11		12	13		14		15		16				17	18				
Site Ref	Site Name	DMC 1	DMC 2	DMC 3	DMC 4	DMC 5	DMC 6	DMC7	DMC8	DMC9	DMC10	DMC11	DMC12	DMC13	DMC14	DMC15	DMC16	DMC17	DMC18	DMC19	DMC20	DMC21	DMC22	DMC23	DMC24	DMC25	DMC 26	DMC27	DMC28	DMC 29	DMC 30	DMC 31	DMC32	DMC 33	DMC34	DMC35	DMC 36	DMC37	DMC38	DMC39	DMC40	DMC41	DMC 42
IDA001	Ashley Hill, St. Werburgh's					++	+	0			0	0	-		++			+	+/?	+	+/?	?		+	-/?	?	?	+/?	++	++/?	-/?	+/?	+	?	0	0	0	0	-	?	?	?	?
IDA002	Ashton Vale Road, Ashton					++	+	0			+	+	-		++			++	+/?	++	+/?	?		+	0	?	?	+/?	+	++/?	-/?	+/?	--/?	?	0	0	0	0	-	?	?	?	?
IDA003	Barton Hill Trading Estate, Barton Hill					++	++/?	0			+	+	-		++			++	+/?	++	+/?	?		+	0	-/?	?	+/?	++	++/?	-/?	+/?	--/?	?	0	0	0	0	-	?	?	?	?
IDA004	Brislington Trading Estate / Bath Road (north)					++	+	0			+	+	-		++			++	+/?	++	+/?	?		+	0	-/?	?	?	+	++/?	-/?	+/?	++	?	0	0	0	0	-	?	?	?	?
IDA005	Bush Industrial Estate, Whitehall					++	+	0			0	0	-		++			+	+/?	+	+/?	?		+	0	?	?	?	+	++/?	-/?	+/?	++	?	0	0	0	0	-	?	?	?	?
IDA006	Cater Road, Bishopsworth / Hartcliffe					++	+	0			0	0	0		++			+	+/?	+	+/?	?		+	-/?	-/?	?	+/?	+	++/?	-/?	+/?	+	?	0	0	0	0	0	?	?	?	?
IDA007	Central Park, Petherton Road, Hengrove					++	+	0			0	0	0		+			+	+/?	+	+/?	?		+	0	?	?	?	0	++/?	-/?	+/?	++	?	0	0	0	0	0	?	?	?	?
IDA008	City Business Park, Easton					++	+	0			+	+	-		++			++	+/?	++	+/?	?		+	-/?	?	?	?	++	++/?	-/?	+/?	+	?	0	0	0	0	-	?	?	+	?
IDA009	East of Kingsland Road, St. Philip's					++	++/?	0			0	0	-		++			+	+/?	+	+/?	?		+	0	?	?	?	++	++/?	-/?	+/?	++	?	0	0	0	0	-	?	?	+	?
IDA010	East of Midland Road, Old Market					++	++/?	0			0	0	-		++			+	+/?	+	+/?	?		+	-/?	?	?	?	++	++/?	-/?	+/?	++	?	0	0	0	0	-	?	?	+	?
IDA011	Eastpark Trading Estate, Whitehall					++	+	0			0	0	0		++			+	+/?	+	+/?	?		+	0	-/?	?	+/?	+	++/?	-/?	+/?	++	?	0	0	0	0	0	?	?	?	?
IDA012	Feeder Road, St. Philip's Marsh					++	++/?	0			+	+	-		++			++	+/?	++	+/?	?		+	0	-/?	?	+/?	++	++/?	-/?	+/?	--/?	?	0	0	0	0	-	?	?	?	?
IDA013	Fishponds Trading Estate, Eastville					++	+	0			+	+	0		++			++	+/?	++	+/?	?		+	0	-/?	?	+/?	+	++/?	-/?	+/?	++	?	0	0	0	0	0	?	?	?	?
IDA014	Hawkfield Business Park, Hartcliffe					++	+	0			+	+	0		+			++	+/?	++	+/?	?		0	0	?	?	+/?	0	++/?	-/?	+/?	++	?	0	0	0	0	0	?	?	?	?
IDA015	Liberty Industrial Park, Ashton Vale					++	+	0			0	0	0		++			+	+/?	+	+/?	?		+	0	?	?	?	++	++/?	-/?	+/?	++	?	0	0	0	0	0	?	?	?	?
IDA016	Lodge Causeway (west), Fishponds					++	+	0			0	0	0		++			+	+/?	+	+/?	?		+	0	-/?	?	?	+	++/?	-/?	+/?	++	?	0	0	0	0	0	?	?	?	?
IDA017	Malago Vale Estate, Windmill Hill					++	+	0			0	0	-		++			+	+/?	+	+/?	?		+	0	?	?	+/?	++	++/?	-/?	+/?	--/?	?	0	0	0	0	-	?	?	?	?
IDA018	Montpelier Central / Station Road, Montpelier					++	+	0			0	0	-		++			+	+/?	+	+/?	?		+	-/?	?	?	?	++	++/?	-/?	+/?	++	?	0	0	0	0	-	?	?	?	?
IDA019	Netham Road / Blackswarth Road (south), St. George					++	+	0			0	0	0		++			+	+/?	+	+/?	?		+	-/?	?	?	+/?	+	++/?	-/?	+/?	--/?	?	0	0	0	0	0	?	?	?	?
IDA020	New Gatton Road, St. Werburgh's					++	+	0			0	0	-		++			+	+/?	+	+/?	?		+	0	?	?	?	++	++/?	-/?	+/?	++	?	0	0	0	0	-	?	?	?	?
IDA021	Nover's Hill / Hartcliffe Way, Knowle					++	+	0			+	+	0		++			++	+/?	++	+/?	?		+	0	-/?	?	+/?	++	++/?	-/?	+/?	--/?	?	0	0	0	0	0	?	?	?	?
IDA022	Roman Farm Road, Hengrove					++	+	0			+	+	0		+			++	+/?	++	+/?	?		+	0	?	?	?	0	++/?	-/?	+/?	++	?	0	0	0	0	0	?	?	?	?
IDA023	South Liberty Lane / Brook Gate, Ashton Vale					++	+	0			+	+	0		++			++	+/?	++	+/?	?		+	0	-/?	?	+/?	+	++/?	-/?	+/?	--/?	?	0	0	0	0	0	?	?	?	?
IDA024	St Anne's Road (north), St. Anne's					++	+	0			0	0	0		++			+	+/?	+	+/?	?		+	-/?	-/?	?	+/?	+	++/?	-/?	+/?	--/?	?	0	0	0	0	0	?	?	?	?
IDA025	St Anne's Road (south), St. Anne's					++	+	0			0	0	0		++			+	+/?	+	+/?	?		+	-/?	-/?	?	+/?	+	++/?	-/?	+/?	--/?	?	0	0	0	0	0	?	?	?	?
IDA026	St Gabriel's Business Park / Easton Business Centre, Easton					++	+	0			+	+	-		++			++	+/?	++	+/?	?		+	0	?	?	?	++	++/?	-/?	+/?	++	?	0	0	0	0	-	?	?	+	?
IDA028	Vale Lane / Hartcliffe Way, Bedminster Down					++	+	0			0	0	-		++			+	+/?	+	+/?	?		+	-/?	-/?	?	+/?	++	++/?	-/?	+/?	--/?	?	0	0	0	0	-	?	?	?	?
IDA029	Western Drive, Hengrove					++	+	0			0	0	0		++			+	+/?	+	+/?	?		+	0	?	?	?	+	++/?	-/?	+/?	++	?	0	0	0	0	0	?	?	?	?
IDA030	Whitby Road (north), St. Anne's					++	+	0			0	0	0		++			+	+/?	+	+/?	?		+	0	-/?	?	+/?	+	++/?	-/?	+/?	--/?	?	0	0	0	0	0	?	?	?	?
IDA031	Whitby Road (south), Brislington					++	+	0			0	0	-		++			+	+/?	+	+/?	?		+	0	?	?	?	+	++/?	-/?	+/?	++	?	0	0	0	0	-	?	?	?	?

Site Ref	Site Name	1				2			3	4	5		6			7		8					9		10	11		12	13		14		15		16				17	18			
		DMC 1	DMC 2	DMC 3	DMC 4	DMC 5	DMC 6	DMC 7	DMC 8	DMC 9	DMC 10	DMC 11	DMC 12	DMC 13	DMC 14	DMC 15	DMC 16	DMC 17	DMC 18	DMC 19	DMC 20	DMC 21	DMC 22	DMC 23	DMC 24	DMC 25	DMC 26	DMC 27	DMC 28	DMC 29	DMC 30	DMC 31	DMC 32	DMC 33	DMC 34	DMC 35	DMC 36	DMC 37	DMC 38	DMC 39	DMC 40	DMC 41	DMC 42
IDA032	Whitby Road (west), Brislington					++	+	0			0	0	-		++			+	+/?	+	+/?	?		+	0	-/?	?	+/?	0	++/?	-/?	+/?	--/?	?	0	0	0	0	-	?	?	?	?
IDA033	Whitehall Trading Estate, Whitehall					++	+	0			0	0	-		++			+	+/?	+	+/?	?		+	0	?	?	?	++	++/?	-/?	+/?	++	?	0	0	0	0	-	?	?	?	?
IDA034	Winterstoke Road / South Liberty Lane, Ashton Vale					++	+	0			0	0	-		++			+	+/?	+	+/?	?		+	0	?	?	?	++	++/?	-/?	+/?	++	?	0	0	0	0	-	?	?	?	?
IDA035	Woodland Way, Hillfields					++	+	0			+	+	0		++			++	+/?	++	+/?	?		+	0	?	?	?	+	++/?	-/?	+/?	++	?	0	0	0	0	0	?	?	?	?
IDA036	New Station Way					++	+	0			0	0	0		++			+	+/?	+	+/?	?		+	0	-/?	?	?	+	++/?	-/?	+/?	++	?	0	0	0	0	0	?	?	?	?
IDA036A	Glenfrome Road (south)					++	+	0			0	0	-		++			+	+/?	+	+/?	?		+	0	?	?	?	++	++/?	-/?	+/?	+	?	0	0	0	0	-	?	?	?	?
MIWA001	Underfall Yard					++	++/?	0			0	0	-		++			+	+/?	+	+/?	?		+	--/?	?	?	+/?	+	++/?	-/?	+/?	--/?	?	0	0	0	0	-	?	?	+	?
MIWA002	Albion Dock/Bristol Marina					++	++/?	0			0	0	-		++			+	+/?	+	+/?	?		+	-/?	?	?	+/?	+	++/?	-/?	+/?	--/?	?	0	0	0	0	-	?	?	+	?
ASA001	Land at King Weston Lane (St Modwen south)					--	0/?	-			+	+	0		++			++	+/?	++	+/?	?		0	0	-/?	?	?	0	++/?	-/?	+/?	+	?	0	0	0	0	0	?	?	?	?
ASA002	Land at King Weston Lane (St Modwen north)					--	0/?	-			+	+	0		++			++	+/?	++	+/?	?		0	--/?	?	?	?	0	++/?	-/?	+/?	+	?	0	0	0	0	0	?	?	?	?
ASA003	Land east of Packgate Road (Site A12)					--	0/?	-			+	+	0		++			++	+/?	++	+/?	?		0	0	-/?	?	+/?	0	++/?	-/?	+/?	+	?	0	0	0	0	0	?	?	?	?
ASA004	Land east of Chittening Road					--	0/?	-			+	+	0		++			++	+/?	++	+/?	?		0	0	?	?	+/?	0	++/?	-/?	+/?	+	?	0	0	0	0	0	?	?	?	?
ASA005	Land South of Sea Bank Power Station(Site A01)					--	0/?	-			+	+	0		++			++	+/?	++	+/?	?		0	0	?	?	+/?	0	++/?	-/?	+/?	+	?	0	0	0	0	0	?	?	?	?

5.3 Total Plan Impacts

Table 7 presents the total plan impacts when compared against the existing baseline.

Table 7 Assessment of Total Plan Impacts

SEA Topic	Sub-Topic and Total Plan Impacts
Population, housing and community	Housing supply (Objective 1 and 2)
	A core objective of the Local Plan is the delivery of new and affordable housing. This is evident through the housing target to deliver at least 34,700 new and affordable homes by 2040, and for this to be exceeded where this is supported by service and infrastructure capacity. However, it is recognised that in spite of the plan's overarching focus on homes, local housing need detailed within the ORS (2023) Local Housing Needs Assessment is not met within the LPA authority and indeed unmet need will be required to be met with adjacent authority boundaries. Whilst the overall effect is significant positive against this objective, the appraisal is also uncertain. The preferred approach for the Local Plan's development strategy is based a range of sources of supply, including completions, commitments, retained allocations, proposed site allocations, urban potential and small sites windfall, efficient use of land realised through urban potential and some limited Green Belt release. Whilst the Local Plan does encourage efficient use of under-used land and previously developed land across the city, there are negative effects associated with the loss of both Green Belt and greenfield land. On balance, the combination of AGRs, proposed and retained site allocations and emphasis on urban potential and small site windfall supply, in combination with Tall Buildings (Policy DC2) and Effective and Efficient Use of Land (Policy UL1) policies, have significant potential to boost housing supply while optimising density and making best use of land, including through a variety of housing types. Policies H5 – H10, in respect of student accommodation, self-build and community-led housing groups, HMOs, older persons' housing, accessible homes, build to rent and travellers, will ensure a range of house types and sites to support needs of different communities and residents of the City. The quality of housing is ensured through climate change policies on sustainable design and construction, and design and conservation policies related to high quality design and minimum space standards. Policy E1 Inclusive economic development, Policy E2a New workspace within mixed use development, Policy E8 Digital Connectivity and Inclusion, alongside the climate change and biodiversity policies do have the potential to place viability burdens on housing delivery, which may have neutral or uncertain effects.
	Community activities and key services (Objective 3 and 4)
Health and inequalities	Emphasis on Urban Living and maximising the efficient use of land through urban potential is considered to indirectly increase the number of homes within easy access to key services and community facilities available within the city. Some of the Development Strategy (DS) policies include place principles that require provision of additional retail development, cultural or community facilities (DS1 – DS8) and as such, provide positive effects for this theme. However, as there are some site allocations which are located beyond easy walking distance of key services, or some DS Policies are silent on provision (DS9 – DS13), the effect is not considered to be significant positive overall. Policies SSE1-SSE6 would ensure that shopping, leisure and night time economy uses as well as traditional retail uses such as markets are retained in the most sustainable locations promoting a 'town centre first' approach in accordance with the settlement hierarchy. There is, however, a limit to the scope of policies related to centres, shopping, and the evening economy, as a result of changes to the use classes order and the General Permitted Development Order allowing conversion of Class E uses to residential (with the Prior Approval of the Local Planning Authority) which may result in negative effects, although these remain unknown.
	Reducing inequality for those living in areas of concentrated disadvantage (Objective 5) and ensuring access to education (Objective 7)
	The Plan could help to reduce inequalities through the provision of more affordable and a balanced mix of housing (Policies AH1, H4), protecting strategic employment sites and supporting opportunities for affordable workspace (E2, E4 and E5), opportunities for local training and employment (Policy E1), active travel infrastructure and better transport (T1, T2 and T6). The Plan's focus on good housing design including through energy and water efficiency requirements, should reduce operating costs, which could help alleviate issues of fuel or food poverty. Whilst some draft site allocations, IDAs and AGRs are located in areas of high deprivation, and therefore offer clear opportunities for regeneration and investment in deprived areas; the effects of these policies will

SEA Topic	Sub-Topic and Total Plan Impacts
	be subject to implementation, including delivery of affordable housing, access to employment / educational facilities and whether Draft Policy EI <i>Inclusive Economic Development</i> applies. By encouraging efficient use of land and concentrating development within sustainable locations, both policies and site allocations largely ensure that educational services are located within easy walking distance of development. The development of new university campus for University of Bristol is referenced in Policy DS2 which is considered to generate significant positive effects for this higher educational establishment. Defined locations for purpose-built accommodation could attract prospective students and foster sense of community amongst students. However, no references are made to other educational establishments within AGRs or training centres, nor do policies or draft allocations specifically require socially inclusive facilities. Total effects for education are also partly unknown as these are partially linked to the extent of developer contributions under Policy IDC1. While it is unknown at this stage, it is anticipated that provision would match delivery of housing development through AGRs and other sites within the plan area.
	Healthy lifestyles (Objective 6) Increased housing provision delivered through the Local Plan could help to alleviate current sustainability issues of poor affordability, homelessness and overcrowding, where all housing intended for permanent or longer-term occupation (Policy DC1) is required to be delivered in accordance with quality space standards. Site allocations alongside housing and design policies (Policies DC1 – DC3) also focus on the overall quality of homes, which is considered to potentially benefit public health, particularly where housing is delivered in areas of high deprivation. In addition, allocating AGRs within areas of higher accessibility to the City Centre’s health services and leisure opportunities offers potential for reduced private car travel, improved walkability and access to critical health infrastructure (Policy UL1 and UL2). Policies that encourage uptake of cycling and active travel also contribute to positive effects for health (Policy T6). Protection of the city’s valued green spaces (Policy GI1A – 4), including allotment and food-growing land (Policies FS1-FS3), is also conducive to good public health for recreation, health and well-being, as well as for their role in off-setting localised effects of climate change (e.g. flooding, urban heat island effects), and improving air quality. The combination of requiring private outdoor space (Policy DC1) and safeguarding other open spaces (Policy GI1 and GI2) could ensure access to spaces which ensure that the City is open to older people, students and young children alike. The Plan also includes policies that may result in behavioural change resulting in positive effects on health and wellbeing (Policies FS1-FS3, Policy HW3 and Policy AD1) although effects are likely to be realised over the long term and challenging to quantify. Overall whilst the Plan includes policies that would help support healthy lifestyles, given that several of the AGRs and the majority of site allocations are located in an Air Quality Management Area (AQMA) or a cumulative impact zone, a significant proportion of the future communities and new population could risk higher exposure to nitrous dioxide and particulate matter in the absence of mitigation.
Economy and employment	Strategic employment (Objective 8)
	Following the direction set out in the Local Plan, the overall strategy of the Local Plan (Policy E2) is to focus growth in the city centre, the Temple Quarter Enterprise Zone (TQEZ) town, district and local centres (Policy DS2, DS3 and E3) and Avonmouth Severnside Enterprise Area (ASEA) (Policy E5). Elsewhere, employment uses would be concentrated efficiently on new Industrial and Distribution Areas (IDAs) (Policy E4) and new workspaces within mixed use developments (Policy E2A). The Bristol Port is identified as a strategic infrastructure employment location (Policy E5). In protecting these key areas, the Local Plan aligns with the Local Industrial Strategy’s ambitions for economic and specific sectoral growth. This approach aligns with the objective of the Plan to ‘enable the sustainable growth of our economy for everyone, with modern workplaces and digital infrastructure fit for the future’. As underused land within IDAs can be used for community -led housing exception sites (Policy H5), community facilities (Policy E4) and indeed homes are proposed on former PIWA sites (Policy H1), the extent to which the Local Plan will regenerate or provide employment opportunities in areas that are currently experiencing high rates of unemployment is uncertain. This is a particular issue on the basis that – despite Policy E2 setting out requirements of employment uses by floorspace and Policy E2A requiring the provision of workspace within sites and premises currently or recently used for business, industry or distribution – the Local Plan is not able to meet the replacement or additional forecast needs for office or industrial floorspace noted in the ELS (2019) nor the undersupply detailed in the ELSNA (2021). There is a risk that with a Local Plan-led objective of the delivery of housing, that there could be conflict with enabling increased job density, due to potential loss of vacant PIWA sites or land in former employment uses

SEA Topic	Sub-Topic and Total Plan Impacts
	for housing development. Although the major employment sites would continue to be protected, there is an increased risk since the Interim SA Report (2019) that this overall strategy may result in incremental loss of the city's available future employment land. Given there is national policy support for the efficient use of employment land, mitigation could look to include a requirement for 'net gain' or 'no net loss' of employment/ FTE jobs and monitoring of such a requirement.
	Digital connectivity and zero-carbon employment spaces (Objective 8)
	Local Plan objectives promote development of modern workspaces and digital infrastructure in alignment with readily available technologies (Policy E8). Subject to affordability and the distribution of superfast broadband or full fibre connectivity roll-out, this could support inclusive and sustainable economic growth of the city and enable alternative working patterns that may be embraced post-Covid-19 pandemic. The ability to deliver zero-carbon employment spaces will be subject to implementation and other policies (Climate Change and Transport).
Townscape and landscape	Historic environment, townscape, and landscapes (Objective 10)
	Housing and employment development, alongside infrastructure delivery, may have effects on the historic environment if these do not conserve or enhance the designated heritage assets, townscape or landscape, as required by legislation ⁸ , Publication Version policies and existing adopted policies. The Local Plan objective to have a minimum housing target, and an aspiration that this will be exceeded without an overall cap on the number of units, may result in significant and unknown impacts upon historic townscape and urban landscape of the City Centre in particular (Policy H1). Where this includes tall buildings, Policy DC2 does however require these to not have harmful impacts on inappropriate visual impacts over a wider area. While the majority of AGRs are not located in proximity to heritage assets, some are proposed in sensitive historic environments or adjacent to the designated heritage assets of the highest significance (Policy DS2 and DS4). Subject to the scale of development and mitigation, this may create significant negative impacts in some locations. While design and conservation policies require that regard is had for the historic environment, the overall effect is uncertain and subject to implementation. This will require provision of further evidence of site effects at an individual site, character and townscape / landscape level and how these could be mitigated.
	Biodiversity and landscape (Objective 11)
	The Plan seeks to protect a hierarchy of statutory sites and local wildlife corridors, with the majority of AGRs being located outside of designated sites. However, there are some instances where proposed development boundaries overlap with these ecological designations (i.e. Policy DS4 Western Harbour and Policy E4 Avonmouth Industrial Area and Bristol Port). Indeed, at Avonmouth, the development of four employment allocations on greenfield spaces, and site allocations on previously developed, vacant land, could have negative implications on the international ecological designations and habitats along the River Severn and Avon. Likely significant effects have also been identified for the Avon Gorge SAC; both aspects are being given further consideration through a Habitat Regulation Assessment. Although the HRA is subject to separate reporting, these effects may be mitigated through new development complying with Local Plan policies BG1 to BG5. Policy BG2 sets out the hierarchy of designated sites and levels of protection, whilst Policy BG3 transposes the requirements of the Environment Act into Local Plan policy by requiring non-exempt develop to delivery a minimum 10% biodiversity net gain. Policy BG1 promotes the achievement of a minimum Urban Greening Factor target for major developments. Overall, the effects are uncertain and subject to implementation. In addition, there is the potential for the costs of delivering the requirements of biodiversity and nature recovery to have negative effects on housing delivery, but these are unknown at this stage.
	Green and Blue Infrastructure (Objective 12)
	The Plan introduces a greater level of protection of green spaces through Local Green Space policy (Policy GI1 and GI4), of which 11.2% of the city is designated as, while ensuring protection of a significant proportion of the remaining city's green infrastructure (GI) as reserved or incidental open space (amounting to 5.6% of the total plan area) (Policy GI2 and 3). Limited reference is made to the provision of blue infrastructure in Policy BG1, BG2 and NZC4.

⁸ Section 66 and 72 of Planning (Listed Buildings and Conservation Areas) Act 1990 which confer duties to conserve and enhance listed buildings (s.66) and CAs (s.72).

SEA Topic	Sub-Topic and Total Plan Impacts
	The importance of achieving net gains for biodiversity, food growing, and recreational green space is highlighted within the Plan, with potential to bring multiple positive benefits for climate change, biodiversity and public health. The requirement for GI enhancement or new provision also features in several AGR and site allocation place principles. However, the draft Local Plan does propose to amend the Green Belt boundary and allocate some sites for development on greenfield land, thereby creating a localised loss of greenfield land.
Transport and movement	Sustainable Transport (Objective 13) The Local Plan Development Strategy seeks to encourage a shift towards achieving sustainable transport patterns, with more intensive, higher density mixed-use development at accessible locations (Policy T1) and promoting active travel with development required to maximise opportunities for walking and cycling (Policy T2). Increasing the provision of homes and employment within the City could also reduce levels of in-commuting, however this will need to be confirmed through transport modelling. At a local level, there are several site allocations which are located beyond easy walking distance of key services which could result negative effects associated with increased use of private cars. Several of the AGRs perform less well in terms of overall accessibility, however connectivity and active travel improvements are proposed within the policy text and so over the long term this may be improved. The Plan's major transport proposals are however subject to further consideration (as set out in policy T2). The extent of positive effects for sustainable transport are reliant on other strategies and policies including the JLT4 and the Bristol Transport Strategy.
	Active travel (Objective 14) As set out under public health theme above, the Local Plan promotes an increased uptake of active travel both directly and indirectly (within Draft DS Policy text and through Draft Policy T6 text). However, the Plan includes some proposed development allocations, including site allocations and IDAs, that are currently not well-accessed by cycleways or PRoWs, which could counter such efforts and require additional infrastructure provision to ensure a modal shift away from the private car.
Climate, energy and waste	Flood risk (Objective 15) Flood risk is considered in the process of allocating sites for development and in considering development proposals for non-allocated sites. Policy FR2 sets out that flood risk will be addressed on a strategic basis consistent with the River Avon Flood Strategy. It may also be the case that flood resilience / management infrastructure is delivered in parallel to major development (e.g. Policy DS4 Western Harbour) and the Plan's inclusion of green infrastructure, infrastructure and developer contributions and climate change adaptation policies offer potential delivery of flood mitigation, including site-level adaptations and multi-functional flood defences to reduce adverse effects. Notwithstanding this, maximising densities and making efficient use of under-used land within the City Centre boundary may result in development coming forward in areas that are currently at risk from flooding. There is potential for negative or significant negative effects as a result of the development of brownfield land within the Draft Local Plan DS policies; as while the exact location of future development is unknown at this stage, several of these areas overlap with areas of flood risk. The Local Plan Development Strategy policies (e.g. DS1, DS2, DS3, DS4, DS5 and DS8) permit development in these locations, however, require a flood risk sequential test; and a Flood Risk Assessment for development of sites at risk of flooding or are larger than one hectare in size. This approach is supported by flood risk policies which apply to all development within and outside the AGRs and require a sequential approach to be taken to flood risk management.
	Sustainably manage natural resources (Objective 16) Waste planning matters are primarily addressed through the West of England Joint Waste Core Strategy. The Local Plan promotes resource efficient and low impact construction for all new development, embodying 'circular economy' principles (Policy NSC1-NZC3) to minimise waste during the life cycle of development and reducing indirect effects such as construction emissions. This is considered to support positive effects for limiting carbon footprints of new future development and mitigating the effects of climate change. At a site level, the majority of effects against this Objective will be subject to implementation and are therefore unknown at this stage. Local Plan policies aim to deliver a safe and healthy city by addressing issues of water quality and contamination. With BCC's statutory duty to improve the condition of water bodies within the Bristol area, working towards the target of 'Good Ecological Status', new development adjacent to underground or

SEA Topic	Sub-Topic and Total Plan Impacts
	surface water bodies is expected to contribute towards this objective either through on-site or off-site financial contributions. In addition, water bodies within the Plan area are currently considered to have a chemical status of 'fail'. Site allocations and Growth and Regeneration Areas located adjacent to these sources could be affect or contribute to the poorer water quality, in the absence of appropriate mitigation. Policies also address potentially polluting development and development sensitive to pollution sources, with the overall effect of mitigating any adverse impacts on environmental amenity including water quality. In addition, higher water efficiency standards (above current building regulations) are set out within the Draft Plan, which could reduce any water stress (Draft Policy NZC1). While the policy position is clear, overall, there are unknown effects related to the cumulative impacts of housing and employment development, particularly where AGRs and IDAs are located near vulnerable water bodies (River Avon catchment).
	Air and noise pollution (Objective 17)
	A significant proportion of the Local Plan's AGRs, site allocations and several IDAs are located in an Air Quality Management Area (AQMA) or a cumulative impact zone; without appropriate mitigation for new development in these locations, there is risk of exacerbating poor air quality. In addition, the effect of additional development adjacent to the international ecological designations and habitats along the River Severn and Avon is uncertain and is being tested through HRA process. Policies that support delivery of electric vehicle infrastructure (Draft Policy T4A) and active travel serve to improve air quality and help to protect future communities from high exposure to pollutants. Furthermore, draft Local Plan Policy HW2 requirements for air quality assessments for new development; schemes of mitigation and justification for potentially polluting development with specific local air quality impacts; and mitigation for development in AQMAs is considered to safeguard existing and future communities from adverse impacts. The Agent of Change Principle embedded in Local Plan policy would ensure that effects of noise pollution in new development is limited (Policy HW1) which is particularly important given the Plan's Urban Living principles.
	Energy efficiency and renewable energy (Objective 18)
	The Local Plan strongly supports energy efficient design and construction, including through efficient heat networks and PassivHaus design (Policies NZC1, NZC2 and NZC5). These policy provisions would enable new development to mitigate and adapt to climate change and reduce overall CO2 emissions linked to energy generation. However, an uplift in development would still result in a short-medium term increase in demand for energy across the Plan area; and there could be delay in progressing larger renewable energy networks to support anticipated growth. While potential for renewable energy is identified and is considerable, the Plan does not make commitments for specific infrastructure projects and/or set out land safeguarding for renewable energy development, with the exception of new renewable energy capacity and energy storage particularly being encouraged in the Avonmouth Industrial and Bristol Port area. This could undermine coordinated delivery of infrastructure.

6. Stage B4: Methods for mitigating adverse effects and maximising beneficial effects

Stage B4 of the SA considers ways of mitigating adverse effects and maximising beneficial effects arising from the Local Plan. This was considered as part of the Interim SA Report 2019 and many of the mitigation measures and opportunities to maximise benefits have been incorporated into the Bristol Local Plan Pre-Submission Publication Version (2023).

Section 7 of the Main SA report sets out the generalised mitigation measures and opportunities to maximise benefits within the Bristol Local Plan Pre-Submission Publication Version (2023), these are also presented in Appendix 3 of the SA.

7. Stage B5: Measures to monitor the significant effects of implementing the Local Plan

Stage B5 of the SA proposes measures to monitor the significant effects of implementing the Local Plan. In order to assess the sustainability effects of the Local Plan, and to mitigate any unforeseen effects of the Plan, it will be necessary for BCC to monitor specific issues under each SA Objective and decision-making criteria.

A Monitoring Framework has been provided in section 8.2 of the Main SA Report which provides suggestions for the Local Plan future monitoring programme. This framework is based on the requirements of Article 10 of The SEA Directive, which requires monitoring of significant environmental effects of the implementation of plans and programmes in order to 'identify at an early stage unforeseen adverse effects and to be able to take appropriate remedial action'.

A significant source of monitoring indicators is the BCC Annual Monitoring Report (AMR), which documents the progress of the adopted Local Plan. The AMR also includes indicators to measure and assess the sustainability effects of implementing the Local Plan, including environmental, social and economic effects of draft policies and site allocations. AMRs will be produced for the Local Plan once adopted.