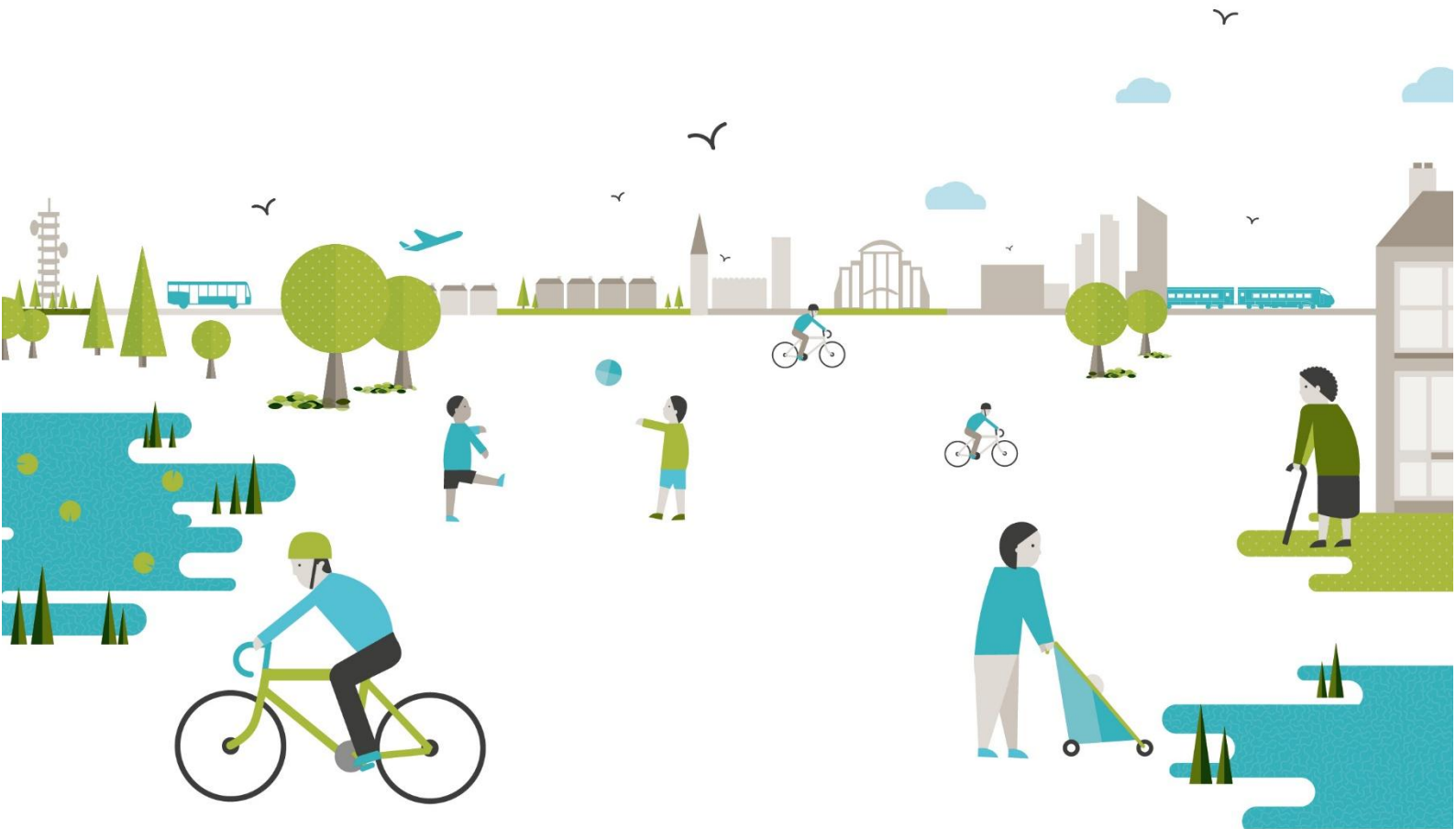


WEST OF ENGLAND
BUILDING OUR FUTURE

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1. Introduction

- 1.1 The Joint Spatial Plan (JSP) is a formal development plan document being prepared by the four West of England (WoE) unitary authorities of Bath and North East Somerset Council, Bristol City Council, North Somerset Council and South Gloucestershire Council. It will cover the period 2016-2036.
- 1.2 Sustainability Appraisal (SA) is a statutory process used to assess the economic, social and environmental implications of proposed planning policies to help inform the decision-making process. It is intended to promote sustainable development by better integrating sustainability considerations into the preparation of the planning documents. The Revised SA Scoping Report provides further information on SA and on the identification of the objectives used for carrying out the appraisal (Table 1 below).
- 1.3 A final Sustainability Appraisal Report will accompany the submission Plan. This will identify and report on the likely significant effects (both negative and positive) of the plan and reasonable alternatives and propose measures to reduce or enhance those effects. This document is an early stage in the process of preparing that report. It provides an initial, high-level appraisal of the Issues & Options proposals. It is a non-statutory document that is intended to assist consideration of the Issues & Options proposals and inform consultees' comments. Comments can also be made specifically on the content of the Initial SA Report itself.
- 1.4 The SA process incorporates the requirements of the Environmental Assessment of Plans and Programmes Regulations 2004 in respect of strategic environmental assessment. The Regulations require that the final output – the SA report accompanying the submission JSP – includes information on the Plan's likely significant effects on the environment. These include short, medium and long-term effects, permanent and temporary effects, positive and negative effects, and secondary, cumulative and synergistic effects. While many of these effects have been identified at this preliminary stage, no systematic attempt has yet been made to identify secondary, cumulative and synergistic effects. Comments will be especially welcome if they draw attention to what such effects may be in this case as this will assist in ensuring that the final report is comprehensive.
- 1.5 If you have any queries on this report or any other aspect of the SA process, please contact:

West of England Joint Planning Consultation
c/o South Gloucestershire Council
PO Box 299
Corporate Research and Consultation Team
Civic Centre
High Street
Kingswood
Bristol
BS15 0DR
Email: comment@jointplanningwofe.org.uk

Table 1: JSP SA Objectives

Theme	Sustainability Objective
Improve the health, safety and wellbeing of all	1a. Achieve reasonable access to public open space
	1b. Minimise impacts on air quality and locate sensitive development away from areas of poor air quality
	1c. Achieve reasonable access to healthcare facilities
Support communities that meet people's needs	2a. Deliver a suitable quantum of high quality housing for the West of England sub-region
	2b. Deliver a suitable mix of high quality housing types and tenures (including affordable housing) for all parts of society within the West of England sub-region
	2c. Achieve reasonable access to community facilities
	2d. Achieve reasonable access to educational facilities
	2e. Achieve reasonable access to town centre services and facilities
	2f. Reduce poverty and income inequality, and improve the life chances of those living in areas of concentrated disadvantage
Develop a diverse and thriving economy that meets people's needs	3a. Deliver a reasonable quantum of employment floorspace/land and increase access to work opportunities for all parts of society within the West of England sub-region
	3b. Achieve reasonable access to major employment areas
Maintain and improve environmental quality and assets	4a. Minimise impact on and where appropriate enhance the historic environment, heritage assets and their settings
	4b. Minimise impact on and where possible enhance habitats and species (taking account of climate change)
	4c. Minimise impact on and where appropriate enhance valued landscapes
	4d. Promote the conservation and wise use of land, maximising the re-use of previously developed land.
	4e. Minimise the loss of productive land, especially best and most versatile agricultural land.
	4f. Minimise vulnerability to tidal/fluviial flooding (taking account of climate change), without increasing flood risk elsewhere
	4g. Minimise vulnerability to surface water flooding and other sources of flooding, without increasing flood risk elsewhere
	4h. Minimise harm to, and where possible improve, water quality and availability
Minimise consumption of natural resources	5a. Achieve reasonable access to sustainable transportation
	5b. Reduce non-renewable energy consumption and 'greenhouse' emissions, and provide opportunities to link into existing heat networks

Table 2: JSP Typologies and Locational Options

Typology	Unitary Authority	Possible strategic locations (indicative only)
Urban intensification	BCC	Bristol
	SGC	Communities of Bristol N & E
	NSC	Weston-super-Mare
Urban extension	SGC	East of Kingswood/Warmley
		East of Bridgegate/Oldland
		North of M4/M5
	NSC/BCC	SW Bristol
	NSC	Weston-super-Mare
	B&NES/BCC	Hicks Gate
Town expansion	NSC	Clevedon
		Nailsea
		Portishead
	B&NES	Keynsham
		Midsomer Norton and Radstock
	SGC	Thornbury
		Yate/Chipping Sodbury
Other settlements/locations	BCC/SGC	Avonmouth/Sevenside
	SGC	Charfield
		Pucklechurch
		Winterbourne, Frampton, Coalpit Heath
	NSC	Backwell
		Banwell
		Bristol Airport (employment)
		Churchill
		Long Ashton
		Pill
		Yatton
	B&NES	Peasedown St John
		Saltford
Temple Cloud/Clutton		
Dispersed	SGC	South Gloucestershire
	NSC	North Somerset
	B&NES	Bath & NE Somerset

2. Summary of Findings

- 2.1 Appendices A to E provide the results of the initial sustainability appraisal. The results are summarised in Table 3 below.
- 2.2 Efforts have been made to ensure that the level of detail / description / explanation presented is consistent. However, in some areas work undertaken within individual unitary authorities has meant that a greater level of detail is available.
- 2.3 The **scoring system** used is as follows:

0	no discernible effect
-	negative effect
--	significant negative effect
+/-	mixed effect
+	positive effect
++	significant positive effect
?	uncertain effect

The **time frames** used are as follows:

Short term	0-5 years (2016-2021)
Medium term	5-10 years (2021-2026)
Long term	10-20 years (2026-2036), including longer-term effects extending or arising beyond the plan period

- 2.4 Most typologies are assigned no discernible effect in the short term because major development areas will take time to plan. Development in the short term will contribute to meeting housing need over the JSP period but will mainly comprise the completion of allocations in existing local plans or of other sites with current permissions. The exception to this is Urban Intensification, which could represent a step change in the delivery of urban development and renewal and could be brought forward through normal development management procedures, reducing the need for new greenfield allocations.
- 2.5 In the case of other typologies, additions to smaller settlements might be feasible without a need for substantial master planning. This would allow for early delivery but would be dependent on them being of limited scale and not raising insurmountable issues of infrastructure capacity. Some locational options are in Green Belt, where such development would require very special circumstances, unless the Green Belt boundary is first changed through the Local Plan process. On balance, there is enough uncertainty about what effect the JSP can have in the short-term to assign a zero score to all typologies except Urban Intensification.

Table 3: Summary of Initial SA Findings

Urban Intensification (Appendix A)																							
<i>Indicative locations</i>	<i>Term</i>	<i>1a</i>	<i>1b</i>	<i>1c</i>	<i>2a</i>	<i>2b</i>	<i>2c</i>	<i>2d</i>	<i>2e</i>	<i>2f</i>	<i>3a</i>	<i>3b</i>	<i>4a</i>	<i>4b</i>	<i>4c</i>	<i>4d</i>	<i>4e</i>	<i>4f</i>	<i>4g</i>	<i>4h</i>	<i>5a</i>	<i>5b</i>	
General summary	<i>Short</i>	+/?	-	+/?	++	+/-	+/?	+/?	+/?	+/-	+	+	?	+/-	+	+	+	+	+	0	+/?	0	
	<i>Medium</i>	+/?	-/?	+/?	+	+/-	+/?	+/?	+/?	+/-	+	+	?	+/-	+	+	+	+	+	0	+/?	0	
	<i>Long</i>	+/?	-/?	+/?	+	+/-	+/?	+/?	+/?	+/-	+	+	?	+/-	+	+	+	+/-	+	0	+/?	0	
BCC Bristol	<i>Short</i>	+/?	-	+/?	++	+/-	+/?	+/?	+/?	+/-	+/-	+	?	+/-	+	+	+	+	+	0	+/?	+	
	<i>Medium</i>	+/?	-/?	+/?	+	+/-	+/?	+/?	+/?	+/-	+/-	+	?	+/-	+	+	+	+	+	0	+/?	++	
	<i>Long</i>	+/?	-/?	+/?	+	+/-	+/?	+/?	+/?	+/-	+/-	+	?	+/-	+	+	+	+	+	0	+/?	++	
SGC Communities of Bristol N & E	<i>Short</i>	+/?	-	+/?	+	+/-	+/?	+/?	+/?	+/-	+	+	?	+/-	+	+	+	+	+	0	+/?	0	
	<i>Medium</i>	+/?	-/?	+/?	++	+/-	+/?	+/?	+/?	+/-	+	+	?	+/-	+	+	+	+	+	0	+/?	0	
	<i>Long</i>	+/?	-/?	+/?	++	+/-	+/?	+/?	+/?	+/-	+	+	?	+/-	+	+	+	+	+	0	+/?	0	
NSC Weston-super-Mare	<i>Short</i>	+/?	+	+/?	+	+/-	+/?	+/?	+/?	+/-	+	+	?	+/-	?	+	+	+	+	0	+/?	0	
	<i>Medium</i>	+/?	+	+/?	++	+/-	+/?	+/?	+/?	+/-	+	+	?	+/-	?	+	+	+	+	0	+/?	0	
	<i>Long</i>	+/?	+	+/?	++	+/-	+/?	+/?	+/?	+/-	+	+	?	+/-	?	+	+	-	+	0	?	0	
Urban Extension (Appendix B)																							
<i>Indicative locations</i>	<i>Term</i>	<i>1a</i>	<i>1b</i>	<i>1c</i>	<i>2a</i>	<i>2b</i>	<i>2c</i>	<i>2d</i>	<i>2e</i>	<i>2f</i>	<i>3a</i>	<i>3b</i>	<i>4a</i>	<i>4b</i>	<i>4c</i>	<i>4d</i>	<i>4e</i>	<i>4f</i>	<i>4g</i>	<i>4h</i>	<i>5a</i>	<i>5b</i>	
General summary	<i>Short</i>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	<i>Medium</i>	+	+/?	+	++	++	+	+	+	0	+	+	?	?	?	-	?	0	0/?	0	+	0	
	<i>Long</i>	+	+/?	+	++	++	+	+	+	0	+	+	?	?	?	-	?	0	0/?	0	++	0	
SGC	<i>Short</i>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	<i>Medium</i>	+	+/?	+	++	++	+	+	+	0	+	+	?	?	?	-	+	0	-/?	0	+	0	
	<i>Long</i>	+	+/?	+	++	++	+	+	+	0	+	+	?	?	?	-	+	0	-/?	0	++	0	

East of Kingswood / Warmley																						
SGC East of Bridgegate / Oldland	<i>Short</i>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	<i>Medium</i>	+	+/?	+	++	++	+	+	+	0	+	+	?	?	?	-	+	0	-/?	0	+	0
	<i>Long</i>	+	+/?	+	++	++	+	+	+	0	+	+	?	?	?	-	+	0	-/?	0	++	0
SGC North of M4/M5	<i>Short</i>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	<i>Medium</i>	+	+/?	+	++	++	+	+	+	0	+	+	?	?	?	-	+	0	-/?	0	+	0
	<i>Long</i>	+	+/?	+	++	++	+	+	+	0	+	+	?	?	?	-	+	0	-/?	0	+	0
NSC / BCC SW Bristol	<i>Short</i>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	<i>Medium</i>	+	+/?	+	++	++	+	+	+	0	+	+	?	?	?	-	+/-	0	?	0	+	0
	<i>Long</i>	+	+/?	+	++	++	+	+	+	0	+	+	?	?	?	-	+/-	0	?	0	++	0
NSC Weston-super-Mare	<i>Short</i>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	<i>Medium</i>	+	+	+	++	++	+	+/?	+	0	?	+	?	?	?	-	++	-/0	+	0	+	0
	<i>Long</i>	+	+	+	++	++	+	+/?	+	0	?	+	?	?	?	-	++	-/0	+	0	++	0
B&NES / BCC Hicks Gate	<i>Short</i>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	<i>Medium</i>	+	+/?	+	++	++	+	+	+	0	+	+	?	?	?	-	+/-	0	?	0	+	0
	<i>Long</i>	+	+/?	+	++	++	+	+	+	0	+	+	?	?	?	-	+/-	0	?	0	+	0
B&NES Whitchurch	<i>Short</i>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	<i>Medium</i>	+	+/?	+	++	++	+	+	+	0	0/?	+/?	-/?	?	?	-	++	0	-/?	0	?	0
	<i>Long</i>	+	+/?	+	++	++	+	+	+	0	0/?	+/?	-/?	?	?	-	++	0	-/?	0	?	0
Town Expansion (Appendix C)																						
Indicative locations	Term	1a	1b	1c	2a	2b	2c	2d	2e	2f	3a	3b	4a	4b	4c	4d	4e	4f	4g	4h	5a	5b
General summary	<i>Short</i>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	<i>Medium</i>	+	+/-	+	++	++	+	+/?	+	0	0	0	?	?	?	-	?/--	0/-	?	0	+/-	0
	<i>Long</i>	+	+/-	+	++	++	+	+/?	+	0	0	0	?	?	?	-	?/--	0/-	?	0	+/-	0

NSC Clevedon	<i>Short</i>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	<i>Medium</i>	+	+	+	++	++	+	+/?	+	0	0	0	?	?	?	-	?/--	--	?	0	0	0
	<i>Long</i>	+	+	+	++	++	+	+/?	+	0	0	0	?	?	?	-	?/--	--	?	0	0	0
NSC Nailsea	<i>Short</i>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	<i>Medium</i>	+	+	+	++	++	+	+/?	+	0	0	0	?	?	-	-	?/--	0/-	?	0	+/-	0
	<i>Long</i>	+	+	+	++	++	+	+/?	+	0	0	0	?	?	-	-	?/--	0/-	?	0	+/-	0
NSC Portishead	<i>Short</i>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	<i>Medium</i>	+	+	+	++	++	+	+/?	+	0	0	0	?	?	?	-	?/--	-	?	0	+/-	0
	<i>Long</i>	+	+	+	++	++	+	+/?	+	0	+	0	?	?	?	-	?/--	-	?	0	+/-	0
B&NES Keynsham	<i>Short</i>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	<i>Medium</i>	+	-	+	++	++	+	+/?	+	0	+	+	?	?	?	-	?/--	-	?	0	+/-	0
	<i>Long</i>	+	-	+	++	++	+	+/?	+	0	+	+	?	?	?	-	?/--	-	?	0	+/-	0
B&NES Midsomer Norton and Radstock	<i>Short</i>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	<i>Medium</i>	+	+	+	+	+	+	+/?	+	0	+	0/?	?	?	?	-	?/--	0/-	?	0	0/?	0
	<i>Long</i>	+	+	+	+	+	+	+/?	+	0	+	0/?	?	?	?	-	?/--	0/-	?	0	0/?	0
SGC Thornbury	<i>Short</i>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	<i>Medium</i>	+	+	+	++	++	+	+/?	+	0	+	+	?	?	?	-	?/--	0/-	?	0	0	0
	<i>Long</i>	+	+	+	++	++	+	+/?	+	0	+	+	?	?	?	-	?/--	0/-	?	0	0/?	0
SGC Yate / Chipping Sodbury	<i>Short</i>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	<i>Medium</i>	+	+	+	++	++	+	+/?	+	0	+	+	?	?	?	-	?/--	0/-	?	0	+/-	0
	<i>Long</i>	+	+	+	++	++	+	+/?	+	0	+	+	?	?	?	-	?/--	0/-	?	0	+/-	0
Other Settlements / Locations (Appendix D)																						
<i>Indicative locations</i>	<i>Term</i>	1a	1b	1c	2a	2b	2c	2d	2e	2f	3a	3b	4a	4b	4c	4d	4e	4f	4g	4h	5a	5b
General summary	<i>Short</i>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	<i>Medium</i>	+/-	+/-	+/-	++	++	+/-	+/?	-	0	+/-	+/0	?	?	?	-	+/-	0	?	?	+/-	0
	<i>Long</i>	+/-	+/-	+/-	++	++	+/-	+/?	-	0	+/-	+/0	?	?	?	-	+/-	0	?	?	+/-	0

BCC / SGC Avonmouth / Severnside	<i>Short</i>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	<i>Medium</i>	+/-	+	-	++	++	-	-	-	0	+	++	?	?	?	+/-	+	-	?	0	-/?	0
	<i>Long</i>	+/-	+	-	++	++	-	-	-	0	+	++	?	?	?	+/-	+	-	?	0	-/?	0
SGC Charfield	<i>Short</i>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	<i>Medium</i>	+	+	-	++	++	+	+/?	-	0	-	0	?	?	?	-	+/-	0	?	0	-/?	0
	<i>Long</i>	+	+	-	++	++	+	+/?	-	0	-	?	?	?	?	-	+/-	0	?	0	-/?	0
SGC Pucklechurch	<i>Short</i>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	<i>Medium</i>	+	+	+	++	++	+	+/?	-	0	-	+	?	?	?	-	+	0	?	0	-/?	0
	<i>Long</i>	+	+	+	++	++	+	+/?	-	0	-	+	?	?	?	-	+	0	?	0	-/?	0
SGC Winterbourne, Frampton, Coalpit Heath	<i>Short</i>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	<i>Medium</i>	+	+	+	++	++	+	++/?	-	0	-	+	?	?	?	-	+/-	0	?	0	-/?	0
	<i>Long</i>	+	+	+	++	++	+	++/?	-	0	-	+	?	?	?	-	+/-	0	?	0	-/?	0
NSC Backwell	<i>Short</i>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	<i>Medium</i>	+	+	+	++	++	+/-	++/?	-	0	-	+	?	?	?	-	+/-	0	?	?	-/?	0
	<i>Long</i>	+	+	+	++	++	+/-	++/?	-	0	-	+	?	?	?	-	+/-	0	?	?	-/?	0
NSC Banwell	<i>Short</i>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	<i>Medium</i>	+/-	+	+	++	++	+/-	+/?	-	0	-	+	?	?	?	-	+/-	0	?	?	-/?	0
	<i>Long</i>	+/-	+	+	++	++	+/-	+/?	-	0	-	+	?	?	?	-	+/-	0	?	?	-/?	0
NSC Bristol Airport (employment)	<i>Short</i>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	<i>Medium</i>	+	+	-	0	0	+	-	-	?	+	++	?	?	?	-	+	0	?	?	+/?	0
	<i>Long</i>	+	+	-	0	0	+	-	-	?	+	++	?	?	?	-	+	0	?	?	+/?	0
NSC Churchill	<i>Short</i>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	<i>Medium</i>	+/-	+	+	++	++	+/-	++/?	-	0	-	0	?	+/?	?	-	+/-	0	?	?	-/?	0
	<i>Long</i>	+/-	+	+	++	++	+/-	++/?	-	0	-	0	?	+/?	?	-	+/-	0	?	?	-/?	0
NSC Long Ashton	<i>Short</i>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	<i>Medium</i>	+	+	+	++	++	+	+/?	-	0	-	+	?	?	?	-	+/-	0	?	0	-/?	0
	<i>Long</i>	+	+	+	++	++	+	+/?	-	0	-	+	?	?	?	-	+/-	0	?	0	-/?	0
NSC Pill	<i>Short</i>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	<i>Medium</i>	+	+	+	++	++	+	++/?	-	0	-	+	?	?	?	-	--	0	?	0	+/?	0

	<i>Long</i>	+	+	+	++	++	+	++/?	-	0	-	+	?	?	?	-	--	0	?	0	+/?	0
NSC Yatton	<i>Short</i>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	<i>Medium</i>	+/-	+	+	++	++	+	+/?	-	0	-	+	?	?	?	-	+/-	0/?	?	?	+	0
	<i>Long</i>	+/-	+	+	++	++	+	+/?	-	0	-	+	?	?	?	-	+/-	0/?	?	?	+	0
B&NES Peasedown St John	<i>Short</i>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	<i>Medium</i>	+	+	+	+	+	+/-	+/?	-	0	-	0/+	?	?	?	-	+/-	0	?	0	-/?	0
	<i>Long</i>	+	+	+	+	+	+/-	+/?	-	0	-	0/+	?	?	?	-	+/-	0	?	0	-/?	0
B&NES Saltford	<i>Short</i>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	<i>Medium</i>	+	-	+	++	++	+	+/?	-	0	-	+	?	?	-/?	-	+/-	0	?	0	+/?	0
	<i>Long</i>	+	-	+	++	++	+	+/?	-	0	-	+	?	?	-/?	-	+/-	0	?	0	+/?	0
B&NES Temple Cloud / Clutton	<i>Short</i>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	<i>Medium</i>	-	+	+	++	++	+/-	+/?	-	0	-	0	?	?	?	-	+/-	0	?	0	-/?	0
	<i>Long</i>	-	+	+	++	++	+/-	+/?	-	0	-	0	?	?	?	-	+/-	0	?	0	-/?	0
Dispersed (Appendix E)																						
<i>Indicative locations</i>	<i>Term</i>	1a	1b	1c	2a	2b	2c	2d	2e	2f	3a	3b	4a	4b	4c	4d	4e	4f	4g	4h	5a	5b
General summary*	<i>Short</i>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	<i>Medium</i>	?	?	?	+/?	?	?	?	?	0	?	?	?	?	?	-	?	?	?	?	-	0
	<i>Long</i>	?	?	?	+/?	?	?	?	?	0	?	?	?	?	?	-	?	?	?	?	-	0

* At this level of abstraction no discernible differences have been found between these three UAs in terms of this typology.

**JSP Initial SA Report:
Appendix A: Urban Intensification**

Urban Intensification					
Sustainability Objective	Short Term	Med Term	Long Term	Commentary	Mitigation or enhancement
Improve the health, safety and wellbeing of all					
1a. Achieve reasonable access to public open space (Designated Open Spaces, Town and Village Greens, and Public Rights of Way)	+/?	+/?	+/?	General Remarks and Summary Existing open spaces serve the current populations but additional population would increase pressure on them.	Developments could contribute to improvements through S106 or the Community Infrastructure Levy.
	+/?	+/?	+/?	Bristol Bristol has a number of open spaces as well as PRowS and the strategic green infrastructure network which provides links to the surrounding countryside. There are also links to the national and regional cycle network.	
	+/?	+/?	+/?	Bristol N&E The north and east fringes of Bristol have a number of open spaces, as well as PRowS and the strategic green infrastructure network which links these areas to the surrounding countryside. There are also links to the national and regional cycle network.	
	+/?	+/?	+/?	Weston-super-Mare Weston has a number of open spaces, in addition to the beach. PRowS link the town to the surrounding countryside; most are on the higher ground to the north and south. There is the potential to access National Cycle Network Route 33 as well as local cycle routes.	
1b. Minimise impacts on air quality and locate sensitive development away from areas of poor air quality	-	-/?	-/?	General Remarks and Summary An AQMA covers central Bristol and major roads into the city centre.	Development might help fund or incentivise improvements, though in the short term residents would continue to be exposed to air pollution.

					AQMAs are designated with a view to implementing improvements but if there is no certainty that these will be delivered, the medium and long-term scores must be considered uncertain.
	-	-/?	-/?	Bristol An AQMA covers central Bristol and major roads into the city centre.	The Bristol Local Plan contains policies for new development in Bristol to take into account its potential impact on pollution and the impact of existing sources of pollution.
	-	-/?	-/?	Bristol N&E There are AQMAs in both the north and east fringes of Bristol.	
	+	+	+	Weston-super-Mare No AQMA in Weston. Nitrogen dioxide levels in North Somerset remain well below the national annual mean objective.	
1c. Achieve reasonable access to healthcare facilities (Doctors, Opticians, Pharmacies, Dentists, Hospitals)	+/?	+/?	+/?	General Remarks and Summary Existing healthcare facilities serve the current populations but additional population would increase pressure on them. Most of Bristol and Weston is within 5km of the respective general hospitals but Weston's is notably off-centre.	Delivery of further care services by service providers to address needs of additional population.
	+/?	+/?	+/?	Bristol Bristol has a general hospital and a wide range of other healthcare facilities.	
	+/?	+/?	+/?	Bristol N&E Southmead Hospital is located in north Bristol. There is a wide range of healthcare facilities in the north and east Fringes of Bristol.	

	+/?	+/?	+/?	Weston-super-Mare Weston has a general hospital and a wide range of other healthcare facilities.	
Support communities that meet people's needs					
2a. Deliver a suitable quantum of high quality housing for the West of England sub-region	++	+	+	General Remarks and Summary All areas are within the wider Bristol HMA therefore developments in these areas contribute well to meeting this objective. Because sites are within existing urban areas, many could come forward sooner than greenfield sites. This typology therefore scores positively in the short term. However, this will be less true of complex sites requiring assembly. The scale of development sought may also require new infrastructure to supplement the existing.	
	++	+	+	Bristol This area is within the wider Bristol HMA therefore development in this area contributes well to meeting this objective.	
	+	++	++	Bristol N&E This area is within the wider Bristol HMA therefore development in this area contributes well to meeting this objective.	
	+	++	++	Weston-super-Mare This area is within the wider Bristol HMA therefore development in this area contributes well to meeting this objective.	
2b. Deliver a suitable mix of high quality housing types and tenures (including affordable housing) for all parts of society within the West of England sub-region	+/-	+/-	+/-	General Remarks and Summary Whilst a range of housing types can be achieved, there may be fewer opportunities for the development of new non-flatted homes (including with gardens) with urban intensification. This could limit opportunities for a mix of homes. Viability issues associated with some brownfield developments may limit opportunities to secure affordable housing.	Local policies could specify the mix of homes required. Mechanisms to support delivery of affordable housing may be required.
	+/-	+/-	+/-	Bristol No specific local issues.	
	+/-	+/-	+/-	Bristol N&E	

				No specific local issues.	
	+/-	+/-	+/-	Weston-super-Mare Weston town centre is currently dominated by poor quality private rented accommodation. Intensification offers the possibility of a broader mix, including owner-occupied apartments and town houses. This strategy will not deliver additional affordable housing and could displace some that currently exists.	
2c. Achieve reasonable access to community facilities (post office, meeting venues, youth centres)	+/?	+/?	+/?	General Remarks and Summary Existing community facilities serve the current populations. Additional population could increase pressure on them and/or help to support their viability by increasing patronage.	Developments could contribute to improvements through S106 or the Community Infrastructure Levy.
	+/?	+/?	+/?	Bristol No specific local issues.	
	+/?	+/?	+/?	Bristol N&E No specific local issues.	
	+/?	+/?	+/?	Weston-super-Mare No specific local issues.	
2d. Achieve reasonable access to educational facilities (primary schools, secondary schools)	+/?	+/?	+/?	General Remarks and Summary Existing educational facilities serve the current populations.	Developments could contribute to improvements through S106 or the Community Infrastructure Levy.
	+/?	+/?	+/?	Bristol No specific local issues.	
	+/?	+/?	+/?	Bristol N&E No specific local issues.	
	+/?	+/?	+/?	Weston-super-Mare All of Weston's established secondary schools are projected to have a shortfall in places by 2021.	
2e. Achieve reasonable access to town centre services and facilities (Designated City, Town and District Centres)	+/?	+/?	+/?	General Remarks and Summary Access to existing centres would in general be better than for other typologies. Most of Bristol and Weston is within 5km of the respective city/town centres but Weston's is notably off-centre.	
	+/?	+/?	+/?	Bristol	

				No specific local issues.	
	+/?	+/?	+/?	Bristol N&E No specific local issues.	
	+/?	+/?	+/?	Weston-super-Mare No specific local issues.	
2f. Reduce poverty and income inequality, and improve the life chances of those living in areas of concentrated disadvantage	+/-	+/-	+/-	General remarks and summary While it is generally assumed that development in or near to disadvantaged areas will benefit them, the path to achieving this is not defined.	
	+/-	+/-	+/-	Bristol No specific local issues.	
	+/-	+/-	+/-	Bristol N&E No specific local issues.	
	+/-	+/-	+/-	Weston-super-Mare No specific local issues.	
Develop a diverse and thriving economy that meets people's needs					
3a. Deliver a reasonable quantum of employment floorspace/land and increase access to work opportunities for all parts of society within the West of England sub-region	+	+	+	General Remarks and Summary Higher intensity employment floorspace can be delivered as part of urban intensification. However, existing employment land and premises may be converted to residential use and the loss of lower intensity employment land may result.	The EDNA provides an understanding of the economic changes in the area to assist in securing the appropriate balance of employment and residential uses.
	+/-	+/-	+/-	Bristol The central area provides opportunities for both higher intensity employment and residential uses.	
	+	+	+	Bristol N&E No specific local issues.	
	+	+	+	Weston-super-Mare Major new employment areas are planned in the J21 Enterprise Area.	
3b. Achieve reasonable access to major employment areas <i>Major Employment sites</i> Enterprise Zones	+	+	+	General Remarks and Summary The Enterprise Zone (EZ), all Enterprise Areas (EAs) and other locally designated key employment areas are well related to the existing urban areas.	
	+	+	+	Bristol	

Locally designated key employment areas				Bristol City Centre is a major area of employment. Bristol Temple Quarter is an EZ. Avonmouth/Sevenside is an EA.	
	+	+	+	Bristol N&E Avonmouth/Sevenside, Filton and Emersons Green are EAs.	
	+	+	+	Weston-super-Mare J21 is an EA.	
Maintain and improve environmental quality and assets					
<p>4a. Minimise impact on and where appropriate enhance the historic environment, heritage assets and their settings</p> <p><i>Assets</i> Listed Buildings Conservation Areas Scheduled Ancient Monuments Registered Historic Parks and Gardens Unregistered Historic Parks and Gardens Registered Battlefields Undesignated local assets (HER) World Heritage Site Protected Wreck Site Locally listed structure Town and Village greens Local Green Spaces</p>	?	?	?	General Remarks and Summary Urban intensification has the potential to create adverse impacts on the historic environment, depending on the form of development and the locality's sensitivity to increased densities. Urban development may also bring opportunities for investment to preserve and enhance heritage assets.	Intensification would need to have full regard to the historic environment, including effects on the setting of heritage assets and impacts on views. There are significant protections for heritage assets in legislation and within national and local planning policies.
	?	?	?	Bristol There are 33 Conservation Areas within Bristol, many listed buildings, historic parks and gardens (scheduled and non-scheduled) and scheduled ancient monuments.	Conservation Area Character Appraisals and the Bristol Historic Environment Record and other studies can be used to inform and understand the contribution heritage assets make to the city's character.
	?	?	?	Bristol N&E There are a number of listed and locally listed buildings within the north and east fringes of Bristol. There are also historic parks and gardens in the area.	
	?	?	?	Weston-super-Mare	

				Weston is largely a low-rise environment. Much of the older, stone town is within a Conservation Area. Collectively, the Conservation Areas extend the full length of the seafront, from Birnbeck Island to Uphill. However, much of the town centre is excluded. The greatest potential for intensification compatible with the historic environment may therefore lie inland. Tall buildings in particular locations may have a significant impact on the historic environment.	
4b. Minimise impact on and where possible enhance habitats and species (taking account of climate change) <i>National Sites and assets</i> SSSI National Nature Reserves Local Nature Reserves UK Priority Habitat <i>Local Sites</i> SNCI – All authorities Wildlife Corridors – Bristol Ecological Networks	+/-	+/-	+/-	General Remarks and Summary The typology scores positively against this objective because of its low impact on rural habitat. However, there could also be less obvious impacts, such as increased recreational pressure on sites on the urban fringe, as well as impacts on wildlife from gardens that form part of an ecological network. Gardens are not regarded as previously developed land but they could nevertheless be affected by comprehensive redevelopment.	Intensification would need to have full regard to the natural environment, including potential for enhancing its biodiversity interest, e.g. through tree planting and other habitat creation.
	+/-	+/-	+/-	Bristol There is a National Nature Reserve (Avon Gorge) in Bristol. There are also Local Nature Reserves, SNCI's and wildlife corridors covering parts of the Bristol urban area.	
	+/-	+/-	+/-	Bristol N&E There are SNCIs in and areas adjoining the north and east fringes of Bristol, particularly down the eastern fringe.	
	+/-	+/-	+/-	Weston-super-Mare Seafront abuts European site (Severn Estuary). Wildlife sites on higher ground north and south of the town.	
4c. Minimise impact on and where appropriate enhance valued landscapes <i>National designations</i> AONB	+	+	+	General Remarks and Summary No direct impact on AONBs. There could be localised impacts, such as increased recreational pressure on sites on the urban fringe.	Planning policies aim to protect valued landscapes.
	+	+	+	Bristol Map 4 in the Site Allocations and Development Management Policies Local Plan illustrates the main	

				valuable urban landscapes within Bristol. The accompanying policy states that proposals which would harm such features will not be permitted.	
	+	+	+	Bristol N&E No specific local issues.	
	?	?	?	Weston-super-Mare Tall buildings could have an adverse impact on views of / from the Mendip Hills AONB.	
4d. Promote the conservation and wise use of land, maximising the re-use of previously developed land	+	+	+	General Remarks and Summary The typology scores positively against this objective because of its limited impact on greenfield land. Some loss of urban greenfield sites, e.g. underused open space, cannot be ruled out under this typology but this could be seen as a wise use of land. However, brownfield land in rural locations would be less likely to be re-used or reclaimed if urban areas are the focus of available investment.	
	+	+	+	Bristol No specific local issues.	
	+	+	+	Bristol N&E No specific local issues.	
	+	+	+	Weston-super-Mare No specific local issues.	
4e. Minimise the loss of productive land, especially best and most versatile agricultural land	+	+	+	General Remarks and Summary The typology scores positively against this objective because of its limited impact on greenfield land. Some loss of urban farmland, e.g. underused allotments, cannot be ruled out under this typology.	
	+	+	+	Bristol No specific local issues.	
	+	+	+	Bristol N&E No specific local issues.	
	+	+	+	Weston-super-Mare No specific local issues.	
4f. Minimise vulnerability to tidal/fluvial flooding (taking account of climate	+	+	+/-	General Remarks and Summary Urban watercourses pose a localised flood risk that is likely to increase with climate change.	

change), without increasing flood risk elsewhere	+	+	+	<p>Bristol The majority of Bristol is in Flood Zone 1. However, there is a significant area of tidal Flood Zones 2 and 3 at Avonmouth and corridors of fluvial and tidal Flood Zones 2 and 3 along its major waterways.</p>	New residential development should be focused on the parts of the area in Flood Zone 1, avoiding the areas in Flood Zone 3 and particularly those in the functional floodplain.
	+	+	+	<p>Bristol N&E There are small, relatively contained areas of Flood Zone 3 in the north and east fringes of Bristol located mainly along the Rivers Avon and Frome and their tributaries.</p>	New residential development should be focused on the parts of the area in Flood Zone 1, avoiding the areas in Flood Zone 3 and particularly those in the functional floodplain.
	+	+	-	<p>Weston-super-Mare Much of the existing urban area is in Flood Zone 2 or 3 on account of tidal flood risk. Exceptions are Worlebury Hill, the bank of higher ground behind the seafront and the former tip at Herluin Way. Recent works to the seafront have raised the level of protection from 1:5yr (20%) to 1:200yr (0.5%). This will remain adequate until the end of the century, beyond which sea level rise associated with climate change will render them inadequate. There is a requirement for interim review: it is proposed that in 25-40 years (depending on actual sea level rise) the splash wall will be raised by 1.0m to ensure that the standard of protection of 1 in 200yr (0.5%) can be sustained throughout the scheme's life should predicted climate change occur. Short/medium term development has been scored positively on the basis that flood risk is managed but ideally a Flood Zone 1 location is preferred in flood risk management terms.</p>	New residential development should be focused on the parts of the area in Flood Zone 1, avoiding the areas in Flood Zone 3 and particularly those in the functional floodplain. Should it be necessary to explore development in Flood Zones 2 and 3 then a precautionary approach would require contributions from new development towards improved flood defences expected to be necessary within the lifetime of the development.

4g. Minimise vulnerability to surface water flooding and other sources of flooding, without increasing flood risk elsewhere	+	+	+	General Remarks and Summary Surface water impacts are highly localised. It is important that they are considered but they do not appear to be an in-principle constraint. The presence of watercourses in the urban environment is well-established and any associated historic problems are likely to be well-understood, although climate change is likely to exacerbate the impacts of flooding. Development on urban open land could reduce permeability and there could be limited scope to introduce SuDS into the existing urban environment. Other flood risks, such as from groundwater and sewers, are not comprehensively mapped.	Surface water runoff should be carefully managed to avoid adverse downstream impacts. Flood risk assessments associated with development must consider flooding from all relevant sources.
	+	+	+	Bristol Surface water flood risk is particularly associated with the valleys of principal watercourses – Avon, Ashton Brook, Frome and Trym.	
	+	+	+	Bristol N&E Surface water flood risk is particularly associated with watercourses.	
	+	+	+	Weston-super-Mare Surface water flood risk is particularly associated with the lower slopes of Worlebury and Bleadon Hill.	
4h. Minimise harm to, and where possible improve, water quality and availability	0	0	0	General remarks and summary There is no known issue regarding water availability. Demand for water is increasing, partly as a result of development. Bristol Water's Water Resources Management Plan 2014-2040 predicts that by 2030 a further 50 million litres per day will be required to maintain current levels of service. Measures are already planned to provide this extra supply. There is no evidence at present to suggest that the JSP's choice of locations for development will lead to differential impacts on water quality and availability.	Further engagement with regulators is necessary.
	0	0	0	Bristol There are no Groundwater Source Protection Zones nearby, although there is one further south of Dundry Hill.	

				There are no Drinking Water Safeguard Zones nearby, although there is one further south of Dundry Hill.	
	0	0	0	Bristol N&E There are no Groundwater Source Protection Zones nearby. There are no Drinking Water Safeguard Zones nearby.	
	0	0	0	Weston-super-Mare There are no Groundwater Source Protection Zones nearby, although there is one further SE at Bleadon Hill. There are no Drinking Water Safeguard Zones nearby.	
Minimise consumption of natural resources					
5a. Achieve reasonable access to sustainable transportation (rail station, bus stops, cycle paths, footways)	+/?	+/?	+/?	General Remarks and Summary Existing transport facilities serve the current populations but additional population would increase pressure on them and/or support any under-used services.	Developments could contribute to improvements through S106 or the Community Infrastructure Levy.
	+/?	+/?	+/?	Bristol Bristol has a suburban rail network, the Greater Bristol Bus Network provides a network of strategic bus corridors throughout the City and construction is underway on Metro Bus which uses a combination of segregated busways and bus lanes to provide direct access to key destinations. There is also a network of strategic cycling routes and a range of pedestrian and cycle route enhancements are being delivered. Intensification of development could increase patronage on existing and planned services.	
	+/?	+/?	+/?	Bristol N&E Bristol has a suburban rail network, the Greater Bristol Bus Network provides a network of strategic bus corridors throughout the City and construction is underway on Metro Bus which uses a combination of segregated busways and bus lanes to provide direct access to key destinations (including the North Fringe). Intensification of development could increase patronage	

				on existing and planned services. There are no rail stations serving the communities of the east fringe.	
	+/?	+/?	?	Weston-super-Mare Weston town centre is served by Weston-super-Mare station. However, if main line electrification is extended beyond Bristol there is uncertainty over the service specification that would then be applicable to the loop line stations (Weston-super-Mare and Weston Milton). Worle station, on the main line, is not subject to this constraint, but is 5km from the town centre.	
5b. Reduce non-renewable energy consumption and 'greenhouse' emissions, and provide opportunities to link into existing heat networks	0	0	0	General Remarks and Summary Work on local heat networks is more advanced in Bristol than in North Somerset or South Gloucestershire. Urban areas are ideal locations for district heating, combining sources of supply with potential surplus heat (hospitals, industry, etc.) in realistic proximity to concentrated demand. All development will need to adhere to national and each council's planning policies related to energy provisions. However, there is no evidence at present that development can link into existing heat networks, with the possible exception of Bristol.	
	+	++	++	Bristol Potential heat networks have been mapped for Bristol. A map is included in the SA Scoping Report. A significant positive score is dependent on new development being suitably located in relation to these networks.	Development proposals in Heat Priority Areas would be required to incorporate district heating or be future proofed for district heating.
	0	0	0	Bristol N&E The potential for heat networks in the fringes of Bristol has yet to be fully explored.	
	0	0	0	Weston-super-Mare The potential for heat networks at Weston has yet to be fully explored.	

**JSP Initial SA Report:
Appendix B: Urban Extension**

Urban Extension					
Sustainability Objective	Short Term	Med Term	Long Term	Commentary	Mitigation or enhancement
Improve the health, safety and wellbeing of all					
1a. Achieve reasonable access to public open space (Designated Open Spaces, Town and Village Greens, and Public Rights of Way)	0	+	+	General remarks and summary A strategic level of development with appropriate on-site provision will contribute to this objective. All areas have potential to link to existing cycle routes.	Developments could contribute to improvements through S106 or the Community Infrastructure Levy.
	0	+	+	East of Kingswood/Warmley There are important parks and open spaces within the existing urban area but evidence shows that there is an overall undersupply in the existing urban area. The area has good access to PRoW and National Cycle Network, as well as regional and local cycle routes. There are a number of commons in this area. Shortwood Golf Course and Warmley Forest Park are in the area and may be affected by development, potentially invoking a negative score against this option.	
	0	+	+	East of Bridgegate/Oldland There are important parks and open spaces within the existing urban area but evidence shows that there is an overall undersupply in the existing urban area. The area has access to the open countryside. The area has good access to PRoW and National Cycle Network.	
	0	+	+	North of M4/M5 The area has good access to the open countryside. The area has access to PRoW and the local cycle network, which links to regional and other local routes in Bradley Stoke. Woodlands Golf Course, St Mary's Rugby Club, Hortham Playing Fields and a triathlon lake are in the area and may be affected by	

				development, potentially invoking a negative score against this option.	
	0	+	+	SW Bristol Woodspring Golf Course is within the site. If lost and not replaced elsewhere, this loss could score negatively against this option. National Cycle Network Route 334 (Chew Valley Lake Loop) follows Wild Country Lane. Route 33 (Chew Valley Lake Loop / Festival Way) then passes through Long Ashton to Bristol. Local cycle routes exist along part of the A38 and in south Bristol. Numerous PRoWs pass through the development area. The density of footpaths is greatest close to Bristol, Dundry and Long Ashton.	
	0	+	+	Weston-super-Mare No significant public open spaces on the periphery. National Cycle Network Route 33 passes through Weston, linking to various local routes. Numerous PRoWs, especially around Hewish/Puxton.	
	0	+	+	Hicks Gate The area has good access to Regional route 16, Cycle Route Bath-Bristol, River Avon Trail. Less than 1km to Durley Park and Keynsham Rugby.	
	0	+	+	Whitchurch The area has good access to National Route 3. There are a number of sites used as playing fields between Whitchurch and Stockwood and along A37.	
1b. Minimise impacts on air quality and locate sensitive development away from areas of poor air quality	0	+/?	+/?	General remarks and summary All sites are not in AQMAs. However all areas (except WsM) link to or are close to existing AQMAs and may cause additional pressure associated with greater air pollution from increased vehicle use.	Careful mitigation measures are required.
	0	+/?	+/?	East of Kingswood/Warmley Not in an AQMA, but it is in relatively close proximity to Kingswood and Staple Hill AQMAs.	
	0	+/?	+/?	East of Bridgeway/Oldland Not in or near to an AQMA.	

	0	+/?	+/?	North of M4/M5 Not in AQMA, but close to Cribbs Causeway AQMA.	
	0	+/?	+/?	SW Bristol Not in AQMA but close to Bristol AQMA.	
	0	+	+	Weston-super-Mare No AQMA.	
	0	+/?	+/?	Hicks Gate The area is not in AQMA. However it is between Keynsham and Bristol AQMAs.	
	0	+/?	+/?	Whitchurch Not in AQMA but close to Bristol AQMA.	
1c. Achieve reasonable access to healthcare facilities (Doctors, Opticians, Pharmacies, Dentists, Hospitals)	0	+	+	General remarks and summary All areas have potentially good access to facilities and services in major urban areas with improved public transport. However existing local facilities such as a GP surgery are generally not within walking distance.	Strategic level of development should provide appropriate on-site provision to contribute to this objective.
	0	+	+	East of Kingswood/Warmley There are existing healthcare facilities within the Kingswood urban area, including a new health centre.	Should strategic growth be proposed, work will be required to assess existing capacity in the context of projected requirements.
	0	+	+	East of Bridgegate/Oldland There are GP practices in the existing urban areas of Oldland Common and North Common.	Should strategic growth be proposed, work will be required to assess existing capacity in the context of projected requirements.
	0	+	+	North of M4/M5 The closest healthcare facility is the GP surgery in Bradley Stoke. Due to severance caused by the motorway this is likely to be outside of a reasonable walking distance.	Should strategic growth be proposed, work will be required to assess projected requirements.
	0	+	+	SW Bristol Long Ashton has a GP practice, opticians (2), pharmacy. No hospital but good accessibility to those in Bristol.	Should strategic growth be proposed, work will be required to assess

					existing capacity in the context of projected requirements.
	0	+	+	Weston-super-Mare Weston has a general hospital and the full range of local healthcare facilities.	Should strategic growth be proposed, work will be required to assess existing capacity in the context of projected requirements.
	0	+	+	Hicks Gate The area has good access to facilities and services in Bristol and Bath due to good public transport accessibility along A4.	Should strategic growth be proposed, work will be required to assess existing capacity in the context of projected requirements.
	0	+	+	Whitchurch The area potentially has good access to facilities within south Bristol but this is dependent on securing a good public transport services.	Should strategic growth be proposed, work will be required to assess existing capacity in the context of projected requirements.
Support communities that meet people's needs					
2a. Deliver a suitable quantum of high quality housing for the West of England sub-region	0	++	++	General remarks and summary All areas are within the wider Bristol HMA therefore developments in these areas contribute well to meeting this objective. All are large-scale and can therefore make a significant contribution, though because of that scale they would take time to plan and deliver.	
	0	++	++	East of Kingswood/Warmley The existing imbalance between homes and jobs in the area results in significant levels of commuting to various parts of the urban area although public transport routes to the City Centre and the main employment areas are hampered by the physical limitations of the road network. The deliverability of strategic growth depends on the extent to which the structural imbalance of homes and jobs can be addressed.	

	0	++	++	East of Bridgegate/Oldland The existing imbalance between homes and jobs in the area results in significant levels of commuting to various parts of the urban area although public transport routes to the City Centre and the main employment areas are hampered by the physical limitations of the road network. The deliverability of strategic growth depends on the extent to which the structural imbalance of homes and jobs can be addressed.	
	0	++	++	North of M4/M5 No specific local issues.	
	0	++	++	SW Bristol No specific local issues.	
	0	++	++	Weston-super-Mare Deliverability of additional housing at Weston has long been linked to the availability of local employment and/or to transport improvements to facilitate out-commuting. These issues remain material because out-commuting has the potential to lead to congestion on nationally significant road and rail routes.	
	0	++	++	Hicks Gate No specific local issues.	
	0	++	++	Whitchurch No specific local issues.	
2b. Deliver a suitable mix of high quality housing types and tenures (including affordable housing) for all parts of society within the West of England sub-region	0	++	++	General remarks and summary Greenfield development is likely to be more viable than brownfield therefore it could provide more certainty for the delivery of suitable tenures including affordable housing.	Viability testing is required.
	0	++	++	East of Kingswood/Warmley No specific local issues.	
	0	++	++	East of Bridgegate/Oldland No specific local issues.	
	0	++	++	North of M4/M5 No specific local issues.	
	0	++	++	SW Bristol No specific local issues.	
	0	++	++	Weston-super-Mare	

				No specific local issues.	
	0	++	++	Hicks Gate No specific local issues.	
	0	++	++	Whitchurch No specific local issues.	
2c. Achieve reasonable access to community facilities (post office, meeting venues, youth centres)	0	+	+	General remarks and summary Existing local community facilities are not within walking distance of all parts of potential development areas. However, a strategic level of development with appropriate on-site facilities would contribute to meeting this objective. This justifies a positive score for community provision in all these cases, though the timing of provision relative to residential development would need careful attention.	Should strategic growth be proposed, work will be required to assess existing capacity in the context of projected requirements. Developments could contribute to improvements through S106 or the Community Infrastructure Levy.
	0	+	+	East of Kingswood/Warmley No specific local issues.	
	0	+	+	East of Bridgegate/Oldland No specific local issues.	
	0	+	+	North of M4/M5 No specific local issues.	
	0	+	+	SW Bristol No specific local issues.	
	0	+	+	Weston-super-Mare No specific local issues.	
	0	+	+	Hicks Gate No specific local issues.	
	0	+	+	Whitchurch No specific local issues.	
2d. Achieve reasonable access to educational facilities (primary schools, secondary schools)	0	+	+	General remarks and summary Existing schools are mostly not within walking distance. Given the scale of development proposed, it would be reasonable to assume at least new primary school provision aiming to meet the 800m accessibility standard associated with this objective. This justifies a positive score for primary provision in all these cases, though the	Should strategic growth be proposed, work will be required to assess existing capacity in the context of projected requirements. Developments could contribute to

				timing of provision relative to residential development would need careful attention.	improvements through S106 or the Community Infrastructure Levy.
0	+	+		East of Kingswood/Warmley There are schools within the existing urban areas.	
0	+	+		East of Bridgegate/Oldland There are schools within the existing urban areas.	
0	+	+		North of M4/M5 There are schools within the existing urban areas, although there is a degree of severance created by the motorways.	
0	+	+		SW Bristol Existing primary schools at Dundry and Long Ashton (Northleaze) and in Bristol would be capable of serving the edges of a potential development area. The north and south are better served than the centre. The North Somerset schools have very little spare capacity. There are no secondary schools within this area. Currently, the area within North Somerset is within the secondary school priority areas of St Katherine's Pill (in North Somerset) and Chew Valley (in B&NES). Ashton Park School and Merchants' Academy are within Bristol; a 1.5km radius from these schools takes in only the area north of the railway and a small area near Highridge Common.	
0	+/?	+/?		Weston-super-Mare There are existing primary schools at Hewish and West Wick. This is a dual-site school expanded to accommodate demand from new development at Weston and currently has some excess capacity. The potential development area is within the secondary school priority area for Priory Academy. A 1.5km radius from this school reaches as far as M5 Jcn 21. Pupil projections (2015-2021) show an increasing shortfall in places.	
0	+	+		Hicks Gate There are schools within the existing urban areas.	
0	+	+		Whitchurch	

				There are schools within the existing urban areas.	
2e. Achieve reasonable access to town centre services and facilities (Designated City, Town and District Centres)	0	+	+	General remarks and summary All areas have potential for good access to city/town centres and in some cases to district centres but will in addition develop on-site provision of an appropriate scale. This justifies a positive score for retail provision in all these cases, though the timing of provision relative to residential development would need careful attention.	Should strategic growth be proposed, work will be required to assess projected requirements and access to town centre facilities. Access to facilities in the early stages of development, before on-site provision is established, may require interim solutions, e.g. temporary buildings or subsidised public transport links.
	0	+	+	East of Kingswood/Warmley The city centre can be accessed using bus-based public transport. There is a good range of town centre services and facilities in Kingswood town centre and some facilities in Warmley. These are however likely to be located outside of a reasonable walking distance.	
	0	+	+	East of Bridgegate/Oldland The city centre can be accessed using bus-based public transport. There are limited town centre services and facilities in the adjoining urban area.	
	0	+	+	North of M4/M5 There is a reasonable range of town centre services and facilities in the adjoining urban area. These are however likely to be located outside of a reasonable walking distance due to severance created by the motorways.	
	0	+	+	SW Bristol There is a reasonable range of town centre services and facilities in the adjoining urban area. These are however likely to be located outside of a reasonable walking distance. A 5km radius from Bristol City Centre reaches as far as Yanley Lane.	

	0	+	+	<p>Weston-super-Mare There is a reasonable range of town centre services and facilities in the adjoining urban area. These are however likely to be located outside of a reasonable walking distance. A 5km radius from Weston Town Centre falls short of the M5. A 1.5km radius from the Locking Castle and Queensway district centres reaches as far as the M5.</p>	
	0	+	+	<p>Hicks Gate This area is just over 1.5km to the edge of Keynsham town centre. But it has good access to Bristol and Keynsham facilities and services due to good public transport accessibility.</p>	
	0	+	+	<p>Whitchurch The area potentially has good access to facilities within south Bristol but this is dependent on securing a good level of public transport services.</p>	
2f. Reduce poverty and income inequality, and improve the life chances of those living in areas of concentrated disadvantage	0	0	0	<p>General remarks and summary While it is generally assumed that development near to disadvantaged areas will benefit them, the path to achieving this is not defined.</p>	If development is to be used to benefit nearby disadvantaged areas, the means to do this must be specified.
	0	0	0	<p>East of Kingswood/Warmley It is unlikely that development in this area will help to regenerate the areas identified as the most deprived 20% of areas in South Gloucestershire.</p>	
	0	0	0	<p>East of Bridgegate/Oldland It is unlikely that development in this area will help to regenerate the areas identified as the most deprived 20% of areas in South Gloucestershire.</p>	
	0	0	0	<p>North of M4/M5 It is unlikely that development in this area will help to regenerate the areas identified as the most deprived 20% of areas in South Gloucestershire.</p>	
	0	0	0	<p>SW Bristol It is unlikely that development in this area will help to regenerate the areas identified as the most deprived 20% of areas in Bristol. It would adjoin disadvantaged</p>	Careful consideration should be given to regeneration in south Bristol.

				communities in south Bristol but there is no suggested path to spreading the benefits of development.	
	0	0	0	Weston-super-Mare It is unlikely that development in this area will help to regenerate the areas identified as the most deprived 20% of areas in Weston-super-Mare.	
	0	0	0	Hicks Gate It is unlikely that development in this area will help to regenerate the areas identified as the most deprived 20% of areas in Bath or Bristol.	
	0	0	0	Whitchurch It is unlikely that development in this area will help to regenerate the areas identified as the most deprived 20% of areas in Bath or Bristol. It would adjoin disadvantaged communities in south Bristol but there is no suggested path to spreading the benefits of development.	Careful consideration should be given to regeneration in south Bristol.
Develop a diverse and thriving economy that meets people's needs					
3a. Deliver a reasonable quantum of employment floorspace/land and increase access to work opportunities for all parts of society within the West of England sub-region	0	+	+	General remarks and summary Existing employment opportunities are not within walking distance. However strategic level of development with appropriate on-site facilities and transport links will contribute to meeting this objective.	
	0	+	+	East of Kingswood/Warmley The area does not have extensive undeveloped employment land. The area has reasonable access to the strategic road network and is linked to the bus-based public transport network.	
	0	+	+	East of Bridgegate/Oldland The area does not have extensive undeveloped employment land. The area has reasonable access to the strategic road network and is linked to the bus-based public transport network.	
	0	+	+	North of M4/M5 The area does not have extensive undeveloped employment land. The area has access to the strategic road network.	

	0	+	+	SW Bristol Access to Bristol is available via the South Bristol Link and forthcoming AVTM rapid transit route.	Careful consideration should be given to regeneration in south Bristol.
	0	?	?	Weston-super-Mare Deliverability of additional housing at Weston has long been linked to the availability of local employment and/or to transport improvements to facilitate out-commuting. These issues remain material because out-commuting has the potential to lead to congestion on nationally significant road and rail routes.	
	0	+	+	Hicks Gate Good location along A4 and great potential to increase employment provision when considered with existing employment areas in Bristol.	
	0	0/?	0/?	Whitchurch Potential for new employment on-site might be limited compared to other areas close to existing employment due to remote location on the edge of Bristol.	Careful consideration should be given to regeneration in south Bristol.
3b. Achieve reasonable access to major employment areas <i>Major Employment sites</i> Enterprise Zones Locally designated key employment areas	0	+	+	General remarks and summary Existing employment opportunities are not within walking distance. However strategic level of development with appropriate on-site facilities and transport links will contribute to meeting this objective.	
	0	+	+	East of Kingswood/Warmley Reasonable access to Emersons Green EA and Filton EA. Good access to more local employment opportunities.	
	0	+	+	East of Bridgeyate/Oldland Some access to Emersons Green EA and Filton EA. Good access to more local employment opportunities.	
	0	+	+	North of M4/M5 Reasonable access to Filton EA. Some access to more local employment opportunities within the urban area.	
	0	+	+	SW Bristol Good access to Bristol EZ, notably via Long Ashton P&R.	

	0	+	+	Weston-super-Mare Good access to J21 EA.	
	0	+	+	Hicks Gate Good access to Bristol EZ and Bath EA with public transport. Good access to local employment sites in general.	
	0	+/?	+/?	Whitchurch Good access to employment opportunities in Bristol with improved public transport.	
Maintain and improve environmental quality and assets					
4a. Minimise impact on and where appropriate enhance the historic environment, heritage assets and their settings	0	?	?	General remarks and summary These areas contain known heritage assets that would need to be taken into account in master planning. However, these are extensive areas of greenfield land and their historic environmental potential may not have been the subject of recent, thorough study.	Further environmental assessment may be necessary.
<i>Assets</i> Listed Buildings Conservation Areas Scheduled Ancient Monuments Registered Historic Parks and Gardens Unregistered Historic Parks and Gardens Registered Battlefields Undesignated local assets (HER) World Heritage Site Protected Wreck Site Locally listed structure Town and Village greens Local Green Spaces	0	?	?	East of Kingswood/Warmley There are a number of Grade II listed and locally listed buildings in the area around Webbs Heath.	
	0	?	?	East of Bridgeyate/Oldland There are Grade II and II* listed and locally listed buildings in the vicinity of Riding Barn Hill and Oldland Common. There is a historic park and garden at Manor House Wick and Wick Court.	
	0	?	?	North of M4/M5 There are Grade II and II* listed buildings in Gaunts Earthcott and to the south on Old Gloucester Road. Lying to the south is a historic park and garden (Northwoods).	
	0	?	?	SW Bristol Castle Farm and Colliter's Brook Farm, on the A38, are listed buildings. The area acts as 'borrowed landscape' in the setting of the Grade I-listed Ashton Court.	
	0	?	?	Weston-super-Mare A number of farms and other buildings in the area are listed.	

	0	?	?	Hicks Gate The southern part towards the skyline at Stockwood Lane is of greater sensitivity.	
	0	-/?	-/?	Whitchurch Some parts of this area are very sensitive within the setting of the Maes Knoll and Wansdyke Scheduled Ancient Monuments, towards the edge of the plateau bounding the Chew Valley and the historic landscape around Whitchurch including the Grade II*-listed Lyons Court Farm and Church of St Nicholas.	
4b. Minimise impact on and where possible enhance habitats and species (taking account of climate change) <i>National Sites and assets</i> SSSI National Nature Reserves Local Nature Reserves UK Priority Habitat <i>Local Sites</i> SNCI – All authorities Wildlife Corridors – Bristol Ecological Networks	0	?	?	General remarks and summary While areas avoid any direct conflict with nationally important sites, development could have indirect effects – such as the blocking of wildlife corridors – that will need to be assessed. Some areas contain locally important sites. While these could be retained through master planning, severance from surrounding countryside could harm their wildlife value.	Valued ecological features should be protected and sustained subject to good ecological sites master planning. Further assessment and ecological mitigation plan are necessary.
	0	?	?	East of Kingswood/Warmley There are a number of SNCIs in the area, most notably parts of Siston and Webbs Heath Common. There are areas of priority habitats in the vicinity.	
	0	?	?	East of Bridgegate/Oldland There are a number of SNCIs in the area, most notably the River Boyd corridor to the east and parts of Bridgegate Common in the north. There are areas of priority habitats in the vicinity.	
	0	?	?	North of M4/M5 There is a large SNCI in the area (Corporation Woodland). There are areas of priority habitats in the vicinity.	
	0	?	?	SW Bristol Hanging Hill Wood and sites at Barrow Common are local Wildlife Sites. Further afield, the Ashton Court Estate is a SSSI.	

				There are areas of Priority Habitat at Barrow Hospital and on the ridge of higher ground extending into Bedminster Down, as well as at Highridge Common.	
	0	?	?	Weston-super-Mare Puxton Moor is a SSSI and a number of lanes and watercourses are local Wildlife Sites. These are outside the general location identified for development. The Levels and Moors are an extensive Priority Habitat.	
	0	?	?	Hicks Gate The north west quadrant includes land which is ecologically sensitive, including part of an SNCI, it abuts the River Avon SNCI and SNA, it includes records for lesser Horseshoe bats, and areas of priority habitat. The north east quadrant is virtually all SNCI and priority habitat, is bounded by the River Avon SNA and SNA, and is ecologically sensitive. There are networks of hedgerows and copses which should be retained and the land is adjacent to a BCC local wildlife network designation, and Wildlife Trust reserve.	
	0	?	?	Whitchurch This area includes small section of SNCIs in the north of the area, and also includes some linear priority habitat and hedgerow networks. There are also records for priority species on site (brown hare; sky lark).	
4c. Minimise impact on and where appropriate enhance valued landscapes <i>National designations</i> AONB	0	?	?	General remarks and summary None of these areas impacts directly on AONB. Assessments of local sensitivity are provisional.	Detailed landscape impacts would need to be the subject of further study.
	0	?	?	East of Kingswood/Warmley The area is located within the Westerleigh Vale and Oldland Ridge landscape character area, which comprises a diverse and intricate mix of farmland, settlement, roads, commons and industrial heritage. The Cotswold AONB is located to the east, with distinctive ridgelines framing the AONB.	
	0	?	?	East of Bridgeyate/Oldland The area is located within the Westerleigh Vale and Oldland Ridge landscape character area, which	

				comprises a diverse and intricate mix of farmland, settlement, roads, commons and industrial heritage. The Cotswold AONB is located to the east, with distinctive ridgelines framing the AONB.	
	0	?	?	North of M4/M5 The area is located within the Earthcott Vale landscape character area, a gently undulating agricultural area, divided by a complex network of hedgerows, trees and lanes.	
	0	?	?	SW Bristol The area is located within the Land Yeo, Kenn river and River Avon Floodplain landscape character area, which comprises flat river floodplain with medium to large fields, enclosed by tree-lined rivers, small copses and hedgerow / field trees. Forms part of vistas from Tynesfield over floodplain to southern ridge line.	
	0	?	?	Weston-super-Mare The area is located across a number of the Moors landscape character areas. This is a wide, open, flat landscape framed by intermittent hedgerows, hedgerow trees and distant limestone ridges. There is a network of rhynes and ditches throughout and small farms and hamlets along narrow, sinuous lanes. The Mendip Hills AONB is located to the south.	
	0	?	?	Hicks Gate The area is located within the Hicks Gate landscape character area, a mix of urban fringe activities and well-managed farmland, cut through by road and rail corridors. Low Ridge forms backbone to the area with slopes down to Avon Valley and Stockwood Vale. Some very strong hedgerows and scrubby woodland. Hillside forms green visual backdrop. Conservation Area and historic park.	
	0	?	?	Whitchurch The area is located within the Dundry Plateau landscape character area. The assets and aspects of significance including the Scheduled Ancient Monument, the historic landscape around Whitchurch, a visually important reference point for much of southern Bristol and	

				countryside to the south of the ridge and the interface with the distinctive landscape of the Chew Valley contributes to the distinctiveness of this part of the Dundry plateau area. Good hedgerows and small woods and tree belts in valleys and around settlements. Steep Dundry ridge slopes visually and physically contain the Bristol edge.	
4d. Promote the conservation and wise use of land, maximising the re-use of previously developed land	0	-	-	General remarks and summary Development on greenfield land does not contribute to promoting the conservation and wise use of land. Therefore all locations have a negative effect on this objective and there is no apparent scope for mitigation.	
	0	-	-	East of Kingswood/Warmley No specific local issues.	
	0	-	-	East of Bridgegate/Oldland No specific local issues.	
	0	-	-	North of M4/M5 No specific local issues.	
	0	-	-	SW Bristol No specific local issues.	
	0	-	-	Weston-super-Mare No specific local issues.	
	0	-	-	Hicks Gate No specific local issues.	
	0	-	-	Whitchurch No specific local issues.	
4e. Minimise the loss of productive land, especially best and most versatile agricultural land	0	?	?	General remarks and summary The reliability of agricultural land quality data is variable. Overall impacts are therefore uncertain. Specific areas below have been scored positively or negatively on the basis of the best available information.	More detailed surveys are needed to identify precise impact. Site definition then needs to avoid identified areas of the best and most versatile (high grade) agricultural land (land in grades 1, 2 and 3a), especially those outside Flood Zone 3.

	0	+	+	East of Kingswood/Warmley There are large areas of Grade 3b agricultural land in the area. Area of potential high grade land near Shortwood, enclosed by the ring road.	This area is concentrated and so can be excluded from the development area. However, there is a risk that it could become landlocked by development east of the ring road, depending on the chosen urban form.
	0	+	+	East of Bridgegate/Oldland There are large areas of Grade 3b agricultural land in the area. There are also smaller areas of Grade 3a and Grade 4 in the area. Patches of potential high grade land further east.	These patches are concentrated and so can be excluded from the development area.
	0	+	+	North of M4/M5 Extensive areas of potential high grade land to the east, either side of Winterbourne.	These areas are concentrated and so can be excluded from the development area.
	0	+/-	+/-	SW Bristol Potential for mostly Grade 3, with some Grade 4 on higher ground to the south and across the centre of the area. Detailed surveys show some patches of high grade land. Some overlap with Flood Zone 3.	Patches of high grade land are distributed across the area, so development area cannot exclude them.
	0	++	++	Weston-super-Mare Potential mainly for Grade 3. Potential high grade land to the south, along the north slope of Bleadon Hill, and to the north, along the north slope of Worlebury. Very limited overlap with Flood Zone 3.	These areas are concentrated and so can be excluded from the development area. They are also remote from the principal areas of developer interest.
	0	+/-	+/-	Hicks Gate Potential for extensive high grade land North of the A4, and a small area to the south. Some overlap with Flood Zone 3.	Potentially a significant constraint to development north of the A4.
	0	++	++	Whitchurch No known potential for high grade land. Not in Flood Zone 3.	

4f. Minimise vulnerability to tidal/fluvial flooding (taking account of climate change), without increasing flood risk elsewhere	0	0	0	General remarks and summary Most areas are predominantly Flood Zone 1. Although there are areas within Flood Zone 3, the functional floodplain can be avoided.	Strategic mitigation will be required for development in Flood Zones 2/3a. Areas identified for development should follow a sequential approach in line with national policy.
	0	0	0	East of Kingswood/Warmley The vast majority of the area lies within Flood Zone 1, although there is a narrow corridor of fluvial Flood Zone 3 following the Siston Brook, which runs through a valley from Warmley roughly to the centre of the area, where the topography changes. This corridor also forms part of the functional floodplain.	New residential development should be focused on the parts of the area in Flood Zone 1, avoiding the areas identified as functional floodplain.
	0	0	0	East of Bridgeway/Oldland The area to the east of High Street and Barry Road lies entirely within Flood Zone 1. Further to the east this area is bounded by Golden Valley (River Boyd), which forms a corridor of fluvial Flood Zone 3 that also forms part of the functional floodplain. To the north of the area, between the A420 and Cann Lane, is a further area of fluvial Flood Zone 3 and functional floodplain associated with a tributary of the Siston Brook.	New residential development should be focused on the parts of the area in Flood Zone 1, avoiding the areas identified as functional floodplain.
	0	0	0	North of M4/M5 Large parts of the area lie within Flood Zone 1. A fairly substantial corridor of fluvial Flood Zone 3 follows the Bradley Brook through the southern part of the area. Narrower corridors follow the Hortham Brook, extending up as far as the M5, and the tributary of the Bradley Brook that follows the B4427 Old Gloucester Road. All three of these corridors also form part of the functional floodplain. Further north there are significant areas of fluvial flood risk associated with the Ladden Brook and its tributaries. However, these are beyond the likely development area.	New residential development should be focused on the parts of the area in Flood Zone 1, avoiding the areas identified as functional floodplain.
	0	0	0	SW Bristol	New residential development should be
	0	0	0		

			<p>At present, there are areas at medium risk of fluvial flooding along the Colliter's, Longmoor and Ashton Brooks. This is combined with a high risk of tidal flooding in the area immediately SE of the Long Ashton Park & Ride, a large part of which is also part of the fluvial functional floodplain.</p> <p>With climate change, the area at high risk of tidal flooding increases in size and areas at high risk of fluvial flooding appear further up the Ashton Brook towards Long Ashton.</p> <p>The floodplain will be subject to change in the vicinity of the Bristol Metrobus (Rapid Transit routes) due to the provision of compensatory flood storage. Accordingly, post-development modelling should be undertaken to reflect this.</p>	<p>focused on the parts of the area in Flood Zone 1, avoiding the areas identified as functional floodplain.</p>
0	-/0	-/0	<p>Weston-super-Mare</p> <p>The area is almost entirely within fluvial and tidal Flood Zone 3. North of the railway line the area is also in the functional floodplain for the Congresbury Yeo, Oldbridge River and surrounding rhynes.</p>	<p>New residential development should not take place in this location if areas with a lower risk of flooding are reasonably available. Functional floodplain should be avoided entirely.</p>
0	0	0	<p>Hicks Gate</p> <p>Large parts of the area lie within Flood Zone 1. To the north the area is bounded by the River Avon, which forms a corridor of fluvial Flood Zone 3 that also forms part of the functional floodplain. The north of Keynsham is covered by a much larger functional floodplain and Flood Zones 2 and 3 follow the watercourse to the south of Keynsham. A narrow corridor of fluvial Flood Zone 3 extends west from Keynsham into the streambed leading to Scotland Bottom, while a second extends southwest into Stockwood Vale.</p> <p>With climate change, the extent of Flood Zone 3 is marginally increased in the area north of Keynsham.</p>	<p>New residential development should be focused on the parts of the area in Flood Zone 1, avoiding the areas identified as functional floodplain.</p>
0	0	0	<p>Whitchurch</p>	<p>New residential development should</p>

				The area around the village lies almost entirely within Flood Zone 1. A small area of fluvial Flood Zone 2 follows a tributary of Brislington Brook that flows between Whitchurch Park and Stockwood.	avoid the aforementioned area in Flood Zone 2, which is unlikely to be a focus for development due to the topography.
4g. Minimise vulnerability to surface water flooding and other sources of flooding, without increasing flood risk elsewhere	0	0/?	0/?	General remarks and summary Surface water impacts are highly localised. It is important that they are considered but they do not appear to be an in-principle constraint. However, they do involve significant parts of some potential development locations. Flood risk from reservoirs affects the SW Bristol area. Other flood risks, such as from groundwater and sewers, are not comprehensively mapped.	Surface water runoff should be carefully managed to avoid adverse downstream impacts. Areas at risk of flooding could be suitable for public open space. Flood risk assessments associated with development must consider flooding from all relevant sources.
	0	-/?	-/?	East of Kingswood/Warmley Several parts of the area are at risk of surface water flooding, with particular area around the Siston Brook, which runs through a valley from Warmley roughly to the centre of the area, where the topography changes. This corridor also forms part of the functional floodplain.	Surface water runoff should be carefully managed to avoid adverse downstream impacts on the Warmley, Oldland Common and Willsbridge areas.
	0	-/?	-/?	East of Bridgeyate/Oldland Several parts of the area are at risk of surface water flooding, with particular area around River Boyd. This corridor also forms part of the functional floodplain.	Surface water runoff should be carefully managed to avoid adverse downstream impacts on Bitton.
	0	-/?	-/?	North of M4/M5 Several parts of the area are at risk of surface water flooding, with particular area along Bradley Brook and its tributaries. This corridor also forms part of the functional floodplain. The area at risk of surface water flooding also extends along Dockham Ditch.	Surface water runoff should be carefully managed to avoid adverse downstream impacts on the Frome valley.

	0	?	?	<p>SW Bristol Several parts of the area are at risk of surface water flooding, with particular clusters around the areas where fluvial/tidal risks have already been identified but with significant additional pockets of risk scattered across the area, ranging in severity from low to high. The largest area of surface water flood risk exists at Ashton Vale, either side of the Bristol/North Somerset boundary, and much of this is high risk. There is a known issue in the event of a breach of Barrow Tanks reservoirs. Most of the area north of the railway and some at Barrow Common is within the inundation zone.</p>	<p>An area-wide sustainable drainage approach would be required to address the risk of surface water flooding. Bank strengthening at Barrow Tanks may be required if the number of properties at risk is significantly increased. Consultation with Bristol Water could clarify requirements.</p>
	0	+	+	<p>Weston-super-Mare The northern part of this area is free of surface water flood risk, which increases towards land at Banwell that is also functional floodplain.</p>	<p>Surface water runoff should be carefully managed to avoid adverse downstream impacts on Weston.</p>
	0	?	?	<p>Hicks Gate Several parts of the area are at risk of surface water flooding, with particular clusters around the areas where fluvial/tidal risks have already been identified but with significant additional pockets of risk scattered across the area, ranging in severity from low to high. The largest area of surface water flood risk extends west from Keynsham into the streambed leading to Scotland Bottom</p>	<p>Surface water runoff should be carefully managed to avoid adverse downstream impacts on Keynsham.</p>
	0	-/?	-/?	<p>Whitchurch Several parts of the area are at risk of surface water flooding, with particular areas west of A37 and along Queen Charlton Lane</p>	<p>Surface water runoff should be carefully managed to avoid adverse downstream impacts on Brislington.</p>
4h. Minimise harm to, and where possible improve, water quality and availability	0	0	0	<p>General remarks and summary There is no known issue regarding water availability. Demand for water is increasing, partly as a result of development. Bristol Water's Water Resources Management Plan 2014-2040 predicts that by 2030 a further 50 million litres per day will be required to</p>	<p>Further engagement with regulators is necessary.</p>

				maintain current levels of service. Measures are already planned to provide this extra supply. There is no evidence at present to suggest that the JSP's choice of locations for development will lead to differential impacts on water quality and availability.	
	0	0	0	East of Kingswood/Warmley There are no Groundwater Source Protection Zones nearby. There are no Drinking Water Safeguard Zones nearby.	
	0	0	0	East of Bridgegate/Oldland There are no Groundwater Source Protection Zones nearby. There are no Drinking Water Safeguard Zones nearby.	
	0	0	0	North of M4/M5 There are no Groundwater Source Protection Zones nearby. There are no Drinking Water Safeguard Zones nearby.	
	0	0	0	SW Bristol There are no Groundwater Source Protection Zones nearby, although there is one further S of Dundry Hill. There are no Drinking Water Safeguard Zones nearby, although there is one further S of Dundry Hill.	
	0	0	0	Weston-super-Mare There are no Groundwater Source Protection Zones nearby. There are no Drinking Water Safeguard Zones nearby.	
	0	0	0	Hicks Gate There are no Groundwater Source Protection Zones nearby. There are no Drinking Water Safeguard Zones nearby.	
	0	0	0	Whitchurch There are no Groundwater Source Protection Zones nearby. There are no Drinking Water Safeguard Zones nearby.	
Minimise consumption of natural resources					

5a. Achieve reasonable access to sustainable transportation (rail station, bus stops, cycle paths, footways)	0	+	++	<p>General remarks and summary</p> <p>A strategic level of development with appropriate on-site provision will contribute to this objective. Compliance with the objective should increase in line with development as additional infrastructure is funded and delivered.</p> <p>All areas have potential to link to existing cycle routes. Bus services are likely to be included in master planning. There is no realistic scope to provide on-site rail access. In some cases there is an existing or proposed rail station nearby but beyond walking distance.</p>	Should strategic growth be proposed, work will be required to improve access to the public transport network.
	0	+	++	<p>East of Kingswood/Warmley</p> <p>Access to Bristol using public transport can be achieved using existing links within the Kingswood area. Public transport routes to the City Centre are hampered by the physical limitations of the road network. There is therefore little potential for strategic growth in the medium term. The Bristol to Bath cycle path runs through this location.</p>	Should strategic growth be proposed, work will be required to improve access to the public transport network.
	0	+	++	<p>East of Bridgegate/Oldland</p> <p>Access to Bristol using public transport can be achieved using existing links within the existing urban area. Public transport routes to the City Centre are hampered by the physical limitations of the road network. There is therefore little potential for strategic growth in the medium term. The Bristol to Bath cycle path runs through this location.</p>	Should strategic growth be proposed, significant work will be required to improve access to the public transport network.
	0	+	+	<p>North of M4/M5</p> <p>Access to Bristol using public transport can be achieved using existing links within the north fringe and along the A38. There are no stations that serve this location.</p>	Should strategic growth be proposed, work will be required to improve access to the public transport network.
	0	+	++	<p>SW Bristol</p> <p>Access to Bristol is available via the South Bristol Link and forthcoming AVTM rapid transit route. MetroWest Phase 1 (to 2019) does not include a rail station at Ashton Gate.</p>	A station at Ashton Gate could be included in a later phase of MetroWest when funding and the business case allow.

	0	+	++	Weston-super-Mare Bus services on the A370 provide links to Weston and Bristol. Worle is the nearest rail station. However, for residents of the development to use this to access Bristol would require an initial journey in the wrong direction, which is a disincentive to rail travel. Some residents might find Yatton a more attractive railhead but this involves a less direct journey via Congresbury.	Development could fund further spaces at Worle station car park.
	0	+	+	Hicks Gate This area is well located to link to existing transport network to access rail station, bus network between Bath and Bristol and cycle paths.	Should strategic growth be proposed, work will be required to improve access to the public transport network.
	0	?	?	Whitchurch This area is not within a reasonable distance to railway stations nor bus stops. However potential to improve bus services.	Should strategic growth be proposed, work will be required to improve access to the public transport network.
5b. Reduce non-renewable energy consumption and 'greenhouse' emissions, and provide opportunities to link into existing heat networks	0	0	0	General remarks and summary All development will need to adhere to national and each council's planning policies related to energy provisions. However, there is no evidence at present that development can link into existing heat networks.	Large scale development will provide an opportunity to incorporate larger scale low carbon scheme which potentially allows higher standards to be achieved.
	0	0	0	East of Kingswood/Warmley No specific local issues.	
	0	0	0	East of Bridgegate/Oldland No specific local issues.	
	0	0	0	North of M4/M5 No specific local issues.	
	0	0	0	SW Bristol No specific local issues.	
	0	0	0	Weston-super-Mare No specific local issues.	
	0	0	0	Hicks Gate	

				No specific local issues.	
	0	0	0	Whitchurch No specific local issues.	

JSP Initial SA Report
Appendix C: Town Expansion

Town Expansion					
Sustainability Objective	Short Term	Med Term	Long Term	Commentary	Mitigation or enhancement
Improve the health, safety and wellbeing of all					
1a. Achieve reasonable access to public open space (Designated Open Spaces, Town and Village Greens, and Public Rights of Way)	0	+	+	General Remarks and Summary A strategic level of development with appropriate on-site provision will contribute to this objective.	Developments could contribute to improvements through S106 or the Community Infrastructure Levy.
	0	+	+	Clevedon The major open spaces within Clevedon are more than 400m from the town's edge. Walton Down at Walton-in-Gordano is common land. There is potential to access National Cycle Network Routes 410 (Avon Cycleway) and 26 east of the town. There are also local cycle routes within the southern and eastern parts of Clevedon and PRowWs leading into the surrounding countryside.	Local Plan proposal for strategic cycleway linking Clevedon and Yatton (avoiding B3133) has yet to be implemented.
	0	+	+	Nailsea The major open space within Nailsea (Scotch Horn) is more than 400m from the town's edge. There is potential to access National Cycle Network Route 33 (Festival Way) east of the town. There are also local cycle routes within and surrounding Nailsea and PRowWs leading into the surrounding countryside. Route 410 (Avon Cycleway) runs to the SW of Nailsea through Chelvey.	
	0	+	+	Portishead The major open spaces within Portishead are more than 400m from the town's edge. Parts of Royal Portbury	

				Dock are common land, a historic designation pre-dating the dock's construction. There is potential to access National Cycle Network Routes 410 (Avon Cycleway) south of the town and 26 and 334 to the east. There are also local cycle routes within and surrounding the town, especially to the east, and PRowS leading into the surrounding countryside.	
	0	+	+	Keynsham Potential to access to National Route 4, Regional 16 and other local routes.	
	0	+	+	Midsomer Norton and Radstock Potential to access to National Route 24 Colliers Way and other networks such as the Five Arches.	
	0	+	+	Thornbury Thornbury has good access to a variety of national, regional and local recreational routes for both walking and cycling.	
	0	+	+	Yate/Chipping Sodbury Both Yate and Chipping Sodbury have good access to a variety of national, regional and local recreational routes for both walking and cycling.	
1b. Minimise impacts on air quality and locate sensitive development away from areas of poor air quality	0	+/-	+/-	General Remarks and Summary Most locations are not in AQMAs. Those that are may be constrained by air quality considerations.	Careful mitigation measures are required.
	0	+	+	Clevedon No AQMA in Clevedon.	
	0	+	+	Nailsea No AQMA in Nailsea.	
	0	+	+	Portishead No AQMA in Portishead.	
	0	-	-	Keynsham An AQMA was declared for the Centre of Keynsham in July 2010. Development may cause pressure on the key transport network impacting on air quality.	
	0	+	+	Midsomer Norton and Radstock No AQMA in Midsomer Norton and Radstock.	

	0	+	+	Thornbury No AQMA in Thornbury	
	0	+	+	Yate/Chipping Sodbury No AQMA in Yate/ Chipping Sodbury.	
1c. Achieve reasonable access to healthcare facilities (Doctors, Opticians, Pharmacies, Dentists, Hospitals)	0	+	+	General Remarks and Summary A strategic level of development with appropriate on-site provision will contribute to this objective.	Strategic levels of development should provide appropriate on-site provision to contribute to this objective.
	0	+	+	Clevedon Clevedon Community Hospital has Minor Injury Unit. All other local health care facilities present in the town.	Replacement hospital was planned but no current proposal.
	0	+	+	Nailsea No local hospital. All other local health care facilities present in the town.	
	0	+	+	Portishead No local hospital. All other local health care facilities present in the town.	
	0	+	+	Keynsham There is a relatively good range of healthcare facilities and services in Keynsham as the second largest town in the district and strategic levels of development with appropriate on-site provision will improve accessibility. It also has good public transport links to large urban centres of Bath and Keynsham with healthcare facilities.	
	0	+	+	Midsomer Norton and Radstock There is a relatively good range of healthcare facilities and services in Midsomer Norton and strategic levels of development with appropriate on-site provision will improve accessibility.	
	0	+	+	Thornbury There is a range of healthcare facilities and services in Thornbury as one of South Gloucestershire's Imarket towns. There is also a hospital which offers mainly outpatient facilities/functions. Thornbury also has (bus-based) public transport links to the north fringe of Bristol	

				urban area where Southmead Hospital is located, including a direct bus service.	
	0	+	+	Yate/Chipping Sodbury There is a good range of healthcare facilities and services in Yate as one of South Gloucestershire's market towns. There is a new walk-in centre with minor injuries unit located in the town centre, which is well served by public transport. Yate also has good bus and rail public transport links to the Bristol urban area where Southmead Hospital is located, including a direct bus service.	
Support communities that meet people's needs					
2a. Deliver a suitable quantum of high quality housing for the West of England sub-region	0	++	++	General Remarks and Summary Most areas (except Midsomer Norton and Radstock) are within the wider Bristol HMA therefore developments in these areas contribute well to meeting this objective.	
	0	++	++	Clevedon This area is within the wider Bristol HMA therefore development in this area contributes well to meeting this objective.	
	0	++	++	Nailsea This area is within the wider Bristol HMA therefore development in this area contributes well to meeting this objective.	
	0	++	++	Portishead This area is within the wider Bristol HMA therefore development in this area contributes well to meeting this objective.	
	0	++	++	Keynsham This area is within the wider Bristol HMA therefore development in this area contributes well to meeting this objective.	
	0	+	+	Midsomer Norton and Radstock This area is not within the wider Bristol HMA therefore development in this area does not directly contribute well to meeting this objective.	

	0	++	++	Thornbury This area is within the wider Bristol HMA therefore development in this area contributes well to meeting this objective.	
	0	++	++	Yate/Chipping Sodbury This area is within the wider Bristol HMA therefore development in this area contributes well to meeting this objective.	
2b. Deliver a suitable mix of high quality housing types and tenures (including affordable housing) for all parts of society within the West of England sub-region	0	++	++	General Remarks and Summary Greenfield development is likely to be more viable than brownfield, therefore it could provide more certainty for delivery of affordable housing.	Viability testing is required.
	0	++	++	Clevedon No specific local issues.	
	0	++	++	Nailsea There is concern locally that Nailsea's demographic profile is becoming unbalanced as the population attracted by a previous era of town expansion ages. Further housing could enable more opportunities for younger people.	
	0	++	++	Portishead No specific local issues.	
	0	++	++	Keynsham No specific local issues.	
	0	+	+	Midsomer Norton and Radstock No specific local issues.	
	0	++	++	Thornbury Further housing could enable more opportunities addressing imbalances in the local housing market arising from demographic trends..	
	0	++	++	Yate/Chipping Sodbury Further housing could enable more opportunities for addressing imbalances in the local housing market arising from demographic trends..	
	2c. Achieve reasonable access to community facilities (post office, meeting venues, youth centres)	0	+	+	General Remarks and Summary There is a relatively good range of community facilities and services in all towns and strategic levels of

				development with appropriate on-site provision will improve accessibility.	context of projected requirements. Developments could contribute to improvements through S106 or the Community Infrastructure Levy.
	0	+	+	Clevedon There is a relatively good range of community facilities and services in Clevedon.	
	0	+	+	Nailsea There is a relatively good range of community facilities and services in Nailsea.	
	0	+	+	Portishead There is a relatively good range of community facilities and services in Portishead.	
	0	+	+	Keynsham There is a good range of community facilities and services in Keynsham as the second largest town in the district. It also has good public transport links to large urban centre of Bath and Keynsham with good community facilities.	
	0	+	+	Midsomer Norton and Radstock There is a relatively good range of community facilities and services in Midsomer Norton.	
	0	+	+	Thornbury There is a good range of community facilities and services in Thornbury. There is a post office in the town centre and there a number of meeting venues and youth centres, as well as a number of community groups (sports clubs, interest groups etc). Thornbury also has (bus-based) public transport links to the Bristol urban area.	
	0	+	+	Yate/Chipping Sodbury There is a good range of community facilities and services in Yate/Chipping Sodbury. There is a post office in the town centres and there a number of meeting venues and youth centres, as well as a number of	

				community groups (sports clubs, interest groups etc). Yate/Chipping Sodbury also has good bus and rail public transport links to the Bristol urban area.	
2d. Achieve reasonable access to educational facilities (primary schools, secondary schools)	0	+/?	+/?	General Remarks and Summary A strategic level of development with appropriate on-site provision would contribute to meeting this objective. However, it is not certain that the scale of development would be sufficient to fund new provision, especially secondary, if existing capacity is inadequate. If existing schools are to be expanded there needs to be land available or the means to intensify development on the site.	Should strategic growth be proposed, work will be required to assess existing capacity in the context of projected requirements. Developments could contribute to improvements through S106 or the Community Infrastructure Levy.
	0	+/?	+/?	Clevedon There are 5 primary schools in the town, which as a group have a projected surplus of places (2015-2019), concentrated at Yeo Moor Primary in the SE. Clevedon has a secondary school, at the northern end of the town. It has a surplus of places but this is projected to decrease (2015-2021).	
	0	+/?	+/?	Nailsea There are 5 primary schools in the town, of which Hannah More Infants and Grove Junior share a site. Backwell, Tickenham and Wraxall also have primary schools nearby. The Nailsea group of primary schools all have a projected surplus of places (2015-2019). In some schools the surplus is projected to increase and in others to decrease. Nailsea has a secondary school and there is another nearby at Backwell. Nailsea is projected (2015-2021) to have an increasing surplus, while Backwell has an increasing shortfall.	
	0	+/?	+/?	Portishead There are 6 primary schools in the town, of which High Down Infants and Juniors share a site. Pupil projections (2015-2019) show a varying pattern, with an overall picture predominantly of shortfall.	

				Portishead has a secondary school (Gordano) and there is another nearby at Pill (St Katherine's). Gordano is projected (2015-2021) to enter a period of increasing shortfall and St Katherine's a period of decreasing surplus.	
	0	+/?	+/?	Keynsham No or limited capacity to accommodate primary school students from new development. There are currently 5 primary schools and 3 secondary schools in the town.	
	0	+/?	+/?	Midsomer Norton and Radstock No or limited capacity to accommodate primary school students from new development. There are 8 primary and 4 secondary schools in Midsomer Norton, Westfield and Radstock.	
	0	+/?	+/?	Thornbury There are 5 primary schools and 1 secondary school in the area.	
	0	+/?	+/?	Yate/Chipping Sodbury There are 9 primary and 3 secondary schools in the area.	
2e. Achieve reasonable access to town centre services and facilities (Designated City, Town and District Centres)	0	+	+	General Remarks and Summary There is a relatively good range of town centre uses in all towns and strategic levels of development with appropriate on-site provision will improve accessibility.	
	0	+	+	Clevedon There is a relatively good range of town centre uses in Clevedon.	
	0	+	+	Nailsea There is a relatively good range of town centre uses in Nailsea.	
	0	+	+	Portishead There is a relatively good range of town centre uses in Portishead.	
	0	+	+	Keynsham There is a relatively good range of town centre uses in Keynsham.	
	0	+	+	Midsomer Norton and Radstock	

				There is a relatively good range of town centre uses in Midsomer Norton and Radstock.	
	0	+	+	Thornbury There is a relatively good range of town centre uses in Thornbury.	
	0	+	+	Yate/Chipping Sodbury There is a relatively good range of town centre uses in Yate/Chipping Sodbury.	
2f. Reduce poverty and income inequality, and improve the life chances of those living in areas of concentrated disadvantage	0	0	0	General Remarks and Summary It is unlikely that development in these areas will help to regenerate the areas identified as the most deprived 20% of areas in WoE.	If development is to be used to benefit nearby disadvantaged areas, the means to do this must be specified.
	0	0	0	Clevedon It is unlikely that development in this area will help to regenerate the areas identified as the most deprived 20% of areas in North Somerset.	
	0	0	0	Nailsea It is unlikely that development in this area will help to regenerate the areas identified as the most deprived 20% of areas in North Somerset.	
	0	0	0	Portishead It is unlikely that development in this area will help to regenerate the areas identified as the most deprived 20% of areas in North Somerset.	
	0	0	0	Keynsham It is unlikely that development in this area will help to regenerate the areas identified as the most deprived 20% of areas in B&NES.	
	0	0	0	Midsomer Norton and Radstock It is unlikely that development in this area will help to regenerate the areas identified as the most deprived 20% of areas in B&NES. Westfield is identified as within the most deprived 20% for Education and Skills.	
	0	0	0	Thornbury It is unlikely that development in this area will help to regenerate the areas identified as the most deprived 20% of areas in South Gloucestershire.	

	0	0	0	Yate/Chipping Sodbury It is unlikely that development in this area will help to regenerate the areas identified as the most deprived 20% of areas in South Gloucestershire.	
Develop a diverse and thriving economy that meets people's needs					
3a. Deliver a reasonable quantum of employment floorspace/land and increase access to work opportunities for all parts of society within the West of England sub-region	0	0	0	General Remarks and Summary There is a limited range of employment opportunities in the smaller towns and some have lost major employers in recent years. These towns have expanded as commuter settlements for Bristol and Bath. Allocating land for employment could reduce the contribution made to meeting housing need. It may also prove unattractive to the commercial property market. However, if local employment is not increased in line with housing, out-commuting will increase, placing additional pressure on transport infrastructure.	
	0	0	0	Clevedon Clevedon has limited undeveloped employment land provision. Land west of Kenn Road (9ha) has been designated for employment since 2007 but not taken up. Despite good access to the M5 (J20), Clevedon is less attractive because of its location south of the Avonmouth Bridge. Rail access is indirect, via Yatton, 4.2 miles south.	
	0	0	0	Nailsea Nailsea does not have extensive undeveloped employment land provision. It has poor access from the strategic road network and is less attractive because of its location south of the Avonmouth Bridge. However, it is well-placed to continue to serve as a commuter settlement with rail access to central Bristol and Weston-super-Mare.	
	0	0	+	Portishead Portishead does not have extensive undeveloped employment land provision, though Royal Portbury Dock is a significant source of employment nearby and has land for expansion (up to 17ha). Despite good access to	

				the M5 (J19), Portishead is less attractive because of its location south of the Avonmouth Bridge. However, the town will be well placed to serve as a commuter settlement with rail access to central Bristol once the branch line is re-opened to passenger traffic.	
	0	+	+	Keynsham Keynsham's location between Bath & Bristol makes it good location for new businesses creating more employment opportunities.	
	0	+	+	Midsomer Norton and Radstock New development contributes to the local economy creating opportunities for more jobs in general. However this area is suffering high out-commuting and imbalance between jobs and homes.	In order to facilitate new employment sites, significant investment for infrastructure is necessary.
	0	+	+	Thornbury Thornbury does not have extensive undeveloped employment land. The area has reasonable access to the strategic road network and is linked to the (bus-based) public transport network. Should the proposal for Nuclear New Build in Oldbury come forward, this will offer employment opportunities in the area.	
	0	+	+	Yate/Chipping Sodbury Yate/ Chipping Sodbury does not have extensive undeveloped employment land, and most of those undeveloped sites are subject to extant planning permissions. The area has reasonable access to the strategic road network and is well linked to the bus and rail public transport network.	
3b. Achieve reasonable access to major employment areas <i>Major Employment sites</i> Enterprise Zones Locally designated key employment areas	0	0	0	General Remarks and Summary The smaller towns have not been identified for major employment initiatives such as Enterprise Zones or Enterprise Areas.	
	0	0	0	Clevedon No EZ or locally designated key employment site. Clevedon 5/20 Business Park serves the town.	
	0	0	0	Nailsea No EZ or locally designated key employment site. NW and NE industrial estates serve the town.	

	0	0	0	Portishead No EZ or locally designated key employment site. Employment sites include those off Wyndham Way and the Police HQ. Good access to Royal Portbury Dock.	
	0	+	+	Keynsham Good access to Bristol EZ and Bath EA with public transport. Good access to local employment sites in general.	
	0	0/?	0/?	Midsomer Norton and Radstock Good access to existing local employment areas in Midsomer Norton and Radstock as well as new allocated employment site in Paulton once implemented.	Investment required delivering the Old Mills new employment site.
	0	+	+	Thornbury Good access to existing local employment areas in Thornbury. Public transport links (by bus) to the EAs within the northern and eastern fringes of Bristol urban area and also at Avonmouth/Sevenside.	
	0	+	+	Yate/Chipping Sodbury Good access to existing local employment areas in Yate/Chipping Sodbury. Public transport links by bus to the EAs within the northern and eastern fringes of Bristol urban area.	
Maintain and improve environmental quality and assets					
4a. Minimise impact on and where appropriate enhance the historic environment, heritage assets and their settings Assets Listed Buildings Conservation Areas Scheduled Ancient Monuments Registered Historic Parks and Gardens Unregistered Historic Parks and Gardens Registered Battlefields	0	?	?	General Remarks and Summary Many rural areas are sensitive due to the presence of heritage assets.	Site definition and design need to consider effect on settings.
	0	?	?	Clevedon Walton-in-Gordano CA to NE and Clevedon Court LB to east. Several listed farmhouses and other buildings in the rural area. Clevedon Court is also a Registered Historic Park and Garden.	
	0	?	?	Nailsea Scheduled earthworks to NE, Nailsea Court (LB and unregistered historic park & garden) and Chelvey (LBs) to SW. Several listed farmhouses and other buildings in the rural area.	

Undesignated local assets (HER) World Heritage Site Protected Wreck Site Locally listed structure Town and Village greens Local Green Spaces	0	?	?	Portishead Scheduled monument at Walton Down to west. Several listed farmhouses and other buildings in the rural area. Walton Down is also common land.	
	0	?	?	Keynsham Parts of the area are highly sensitive associated with Conservation Areas of Keynsham and Queen Charlton.	
	0	?	?	Midsomer Norton and Radstock Parts of the area are highly sensitive associated with the Scheduled Ancient Monument at Clandown, the Conservation Areas of Midsomer Norton, Welton and Radstock as well as a number of historic parks and listed buildings.	
	0	?	?	Thornbury The majority of Thornbury town centre (in the west of the town) is within a Conservation Area. There are a number of scheduled ancient monuments and historic parks and gardens around the western outskirts of the town.	
	0	?	?	Yate/Chipping Sodbury There are a number of historic parks and gardens in and around the area. Chipping Sodbury High Street is a Conservation Area.	
4b. Minimise impact on and where possible enhance habitats and species (taking account of climate change) <i>National Sites and assets</i> SSSI National Nature Reserves Local Nature Reserves UK Priority Habitat <i>Local Sites</i> SNCI – All authorities Wildlife Corridors – Bristol Ecological Networks	0	?	?	General Remarks and Summary Many rural areas are sensitive due to the presence of wildlife designations, some of which are of international importance.	Site definition and design need to consider effect on nearby biodiversity interests.
	0	?	?	Clevedon Wildlife designations at coast, notably SPA, and in the Gordano valley. Much of the town is surrounded by Priority Habitats, mostly on the Levels and Moors but also on the ridges enclosing the Gordano valley.	Further HRA screening is necessary.
	0	?	?	Nailsea Wildlife designations around the town, notably to NW and south. There is a scatter of small areas of Priority Habitat in and around the town.	
	0	?	?	Portishead	

				Wildlife designations west and east of the town. The Gordano valley is a Priority Habitat, extending into the gap between the town and Royal Portbury Dock. There is also a scatter of small areas of Priority Habitat in and around the town.	
	0	?	?	Keynsham Some land is or close to protected ecological sites such as SNCI, RIG and LNR. The location is 7km to the east of Avon Gorge SAC, and 3.4km from the west of the Bath & Bradford-on-Avon SAC 5km sustenance zone.	Further HRA screening is necessary.
	0	?	?	Midsomer Norton and Radstock Some areas within 4km of SAC sites. Some land has specific protection being designated as (or close to) SAC; SSSI, SNCI and RIGS. The location also includes some priority habitat and land within a Strategic Nature Areas.	Further HRA screening is necessary.
	0	?	?	Thornbury There are SNCIs to the east and west of the town. Thornbury is located in close proximity to the Severn Estuary, which is protected by European legislation.	Further HRA screening is necessary.
	0	?	?	Yate/Chipping Sodbury There is a SSSI in the vicinity of Barnhill Quarry (in Chipping Sodbury) and there are a number of SNCIs around the Yate/Chipping Sodbury area.	
4c. Minimise impact on and where appropriate enhance valued landscapes <i>National designations</i> AONB	0	?	?	General Remarks and Summary While all of these options avoid impacting on designated landscapes, there will be effects on local landscape character that can only be identified by detailed studies informed by the likely scale of development. The capacity to absorb development may also be influenced by the design solution, including any associated landscaping.	Assessments are required to identify the areas with potential mitigation.
	0	?	?	Clevedon Land to the east and south is in the Moors landscape character areas, a wide, open, flat landscape framed by limestone ridges. Landscape sensitivity of the Gordano valley limits scope to NE.	
	0	-	-	Nailsea	

				Nailsea sits within the Nailsea Farmed Coal Measures landscape character area, a remote, intimate, early mediæval pastoral landscape into which the urban edge protrudes. This intimacy will limit scope unless some loss is accepted, hence the initial negative assessment.	
	0	?	?	Portishead Land to the east is in Clapton Moor landscape character area, a highly distinctive drained wetland landscape contained by wooded ridges. Land to the west is in the Portishead Ridges and Combes landscape character area, an area with wide views and steep wooded south-facing slopes. Landscape sensitivity of Gordano valley – especially skylining – limits scope to the south and west unless perhaps a planned feature is made of this.	
	0	?	?	Keynsham Development resulting in the extension of the urban area into the distinctive tributary valleys of the River Avon and the Chew Valley affects the distinctive character of the existing landscape.	
	0	?	?	Midsomer Norton and Radstock Development could result in intrusion into the distinctive green hillsides around the existing urban areas and could have a negative impact on the distinctive character of the villages, town, and open landscape.	
	0	?	?	Thornbury Thornbury is not in or near the Cotswold AONB. It is located within the Severn Ridges, a complex landform of abrupt scarps and gentle ridges, which rise from the Severn levels.	
	0	?	?	Yate/Chipping Sodbury The majority of Yate is within the Wickwar Ridge and Vale landscape character area, a diverse undulating landscape coverer with a mix of farmland, woodland and common. Chipping Sodbury is within the Yate Vale landscape character area, which comprises a gently sloping, largely agricultural and often well treed area. The Cotswold AONB is located to the east of Chipping Sodbury.	

4d. Promote the conservation and wise use of land, maximising the re-use of previously developed land	0	-	-	General Remarks and Summary Development on greenfield land does not contribute to promoting the conservation and wise use of land. Therefore all locations have a negative effect on this objective and there is no apparent scope for mitigation.	
	0	-	-	Clevedon Development would be mostly greenfield. Limited further potential for PDL use / intensification given historic character of older areas within the town.	
	0	-	-	Nailsea Development would be mostly greenfield. Limited further potential for PDL use / intensification given relatively recent development of most residential areas within the town.	
	0	-	-	Portishead Development would be mostly greenfield. Limited further potential for PDL use / intensification given historic character of older areas within the town.	
	0	-	-	Keynsham Development would be mostly greenfield. Limited further potential for PDL use / intensification given historic character of older areas within the town.	
	0	-	-	Midsomer Norton and Radstock Development would be mostly greenfield. Limited further potential for PDL use / intensification given historic character of older areas within the town.	
	0	-	-	Thornbury Development would be mostly greenfield. Limited further potential for PDL use / intensification given relatively recent development of most residential areas within the town.	
	0	-	-	Yate/Chipping Sodbury Development would be mostly greenfield. Limited further potential for PDL use / intensification given relatively recent development of most residential areas within the town.	

4e. Minimise the loss of productive land, especially best and most versatile agricultural land.	0	?/--	?/--	General Remarks and Summary The reliability of agricultural land quality data is variable. Overall impacts are therefore uncertain. Specific areas below have been scored positively or negatively on the basis of the best available information.	More detailed surveys are needed to identify precise impact. Site definition then needs to avoid identified areas of the best and most versatile (high grade) agricultural land (land in grades 1, 2 and 3a), especially those outside Flood Zone 3.
	0	?/--	?/--	Clevedon Potential for strips of Grade 1 to NE. This land is also outside FZ3.	
	0	?/--	?/--	Nailsea Potential for large area of Grade 2 to west. This land is also outside FZ3.	
	0	?/--	?/--	Portishead Potential for small area of Grade 2 to west (Weston Down) and large area to east (Sheepway). This land is also outside FZ3.	
	0	?/--	?/--	Keynsham Corridors of potential high grade land to north, west and east. There is also a detached patch of potential high grade land to the south.	
	0	?/--	?/--	Midsomer Norton and Radstock Extensive area of potential high grade land to NW (SW of Paulton).	
	0	?/--	?/--	Thornbury There are areas of Grades 2, 3a and 3b agricultural land around the northern and western extents of Thornbury. There are small areas of FZ3 to the east and west of Thornbury.	
	0	?/--	?/--	Yate/Chipping Sodbury There are areas of Grades 2, 3a and 3b agricultural land to the north west of Yate. There are also areas of Grade 4 to the north of Yate and also to the east of Chipping Sodbury.	

4f. Minimise vulnerability to tidal/fluvial flooding (taking account of climate change), without increasing flood risk elsewhere.	0	0/-	0/-	<p>General Remarks and Summary Most areas are predominantly Flood Zone 1. Although there are areas within Flood Zone 3, the functional floodplain can be avoided.</p>	Strategic mitigation will be required for development in Flood Zones 2/3a. Areas identified for development should follow a sequential approach in line with national policy.
	0	--	--	<p>Clevedon The area is almost entirely within fluvial and tidal Flood Zone 3. There are narrow corridors of functional floodplain along the Land Yeo and Blind Yeo, giving way to a larger area of functional floodplain in the east towards Nailsea.</p>	New residential development should not take place in this location if areas with a lower risk of flooding are reasonably available. Development is unlikely to be acceptable without a strategic flood solution. The functional floodplain is to be avoided altogether.
	0	0/-	0/-	<p>Nailsea Some areas lie within Flood Zone 1, however the town as a whole is surrounded by large areas of fluvial and tidal Flood Zone 3. These areas are also in the functional floodplain for the Land Yeo, River Kenn and surrounding tributaries and rhynes. With climate change, the area in Flood Zone 3 increases in extent to the north and east of the town.</p>	New residential development should be focused on the parts of the area in Flood Zone 1, avoiding the areas identified as functional floodplain.
	0	-	-	<p>Portishead A large area of the town, including the marina and area to the south of it, lies within tidal Flood Zone 3. This area of flood risk extends northeast to Portbury Wharf and southwest through the Gordano Valley as far as Walton, parts of which are also fluvial in nature. A corridor of fluvial functional floodplain follows the main waterways, extending into a larger area to the south of central Portishead.</p>	The area of Flood Zone 3 limits the potential for new development in Flood Zone 1 close to the centre of Portishead. New residential development could be focused on more peripheral areas falling within Flood Zone 1.

				With climate change, the area of Flood Zone 3 experiences a general increase in extent, including in central Portishead.	
	0	-	-	<p>Keynsham</p> <p>Large parts of the area lie within Flood Zone 1. To the north the area is bounded by the River Avon, which forms a corridor of fluvial Flood Zone 3 that also forms part of the functional floodplain. This spreads out into a much larger functional floodplain to the north of Keynsham, to the south of which are additional areas in Flood Zones 2 and 3. An additional pocket of fluvial Flood Zone 3 can be found around the Broadmead roundabout. A significant corridor of fluvial Flood Zone 3 extends south from Keynsham along the River Chew, while a smaller corridor extends southwest into Stockwood Vale. Both of these include areas of functional floodplain, although only on the Chew are they significant.</p> <p>With climate change, the extent of Flood Zone 3 is marginally increased in the area north of Keynsham and additional pockets of Flood Zone 3 appear in the area between Keynsham and Saltford.</p>	New residential development should be focused on the parts of the area in Flood Zone 1, avoiding the areas identified as functional floodplain.
	0	0/-	0/-	<p>Midsomer Norton and Radstock</p> <p>Large parts of the area lie within Flood Zone 1. Narrow corridors of fluvial Flood Zone 3 follow the Wellow Brook and most of its tributaries through the two towns, including the River Somer, Clandown Bottom stream and other streams to the south. These expand into more significant areas of Flood Zones 2 and 3 at Welton Hollow and in the centres of both towns, where there are also known issues with culverts. All of these corridors feature areas of functional floodplain, but they are very localised.</p> <p>With climate change, the extent of Flood Zone 3 is generally increased in many of these corridors, but particularly at the larger areas in Welton and central Radstock.</p>	New residential development should be focused on the parts of the area in Flood Zone 1, avoiding the areas of Flood Zone 3 and particularly the patches of functional floodplain. The capacity and use of the MN Flood Alleviation Tunnel is key to manage flood risk in MN.
	0	0/-	0/-	<p>Thornbury</p>	New residential development should be

				<p>Large parts of the area lie within Flood Zone 1. To the northwest of Thornbury are significant patches of fluvial and tidal Flood Zones 2 and 3 where several waterways converge towards the Severnside flood plain. There are narrow corridors of fluvial Flood Zones 2 and 3, including the streambed to the west of Thornbury, streams to the north and west of Morton and additional streams having their sources in The Hacket area. All of these corridors are part of the functional floodplains including a more significant area in The Hacket.</p> <p>With climate change, the extent of Flood Zone 3 in the area to the northwest of Thornbury is marginally increased.</p>	<p>focused on the parts of the area in Flood Zone 1, avoiding the areas identified as functional floodplain.</p>
	0	0/-	0/-	<p>Yate/Chipping Sodbury</p> <p>Large parts of the area surrounding Yate / Chipping Sodbury lie within Flood Zone 1. A significant corridor of fluvial Flood Zone 3 follows the River Frome through the two towns, surrounded by areas of Flood Zone 2 and containing patches of functional floodplain. As well as affecting some existing properties this extends along the Frome and one of its tributaries through the presently undeveloped area to the east of Chipping Sodbury, which contains fairly large areas in Flood Zone 2. West of Yate there is a further significant area of fluvial Flood Zone 3, which is also part of the functional floodplain, along the Frome and streams at Tubbs Bottom and Nibley Road (between Yate and Nibley). North of Yate there are further corridors of fluvial Flood Zone 3 and functional floodplain associated with the Ladden Brook and its tributaries. These increase in size and complexity further to the north and west.</p> <p>With climate change, the extent of Flood Zone 3 is marginally increased in some areas along the River Frome.</p>	<p>New residential development should be focused on the parts of the area in Flood Zone 1, avoiding the areas identified as functional floodplain.</p>
4g. Minimise vulnerability to surface water flooding and other sources of flooding, without increasing flood risk elsewhere.	0	?	?	<p>General Remarks and Summary</p> <p>Surface water impacts are highly localised. It is important that they are considered but they do not appear to be an in-principle constraint.</p>	<p>Surface water runoff should be carefully managed to avoid adverse downstream impacts.</p>

	0	?	?	<p>Clevedon Physically developable land lies either side of higher ground forming the western termination of the Tickenham ridge. Areas of high surface water flood risk exist along the Land Yeo corridor and in the western part of the Gordano valley.</p>	Surface water runoff should be carefully managed to avoid adverse downstream impacts on Clevedon.
	0	?	?	<p>Nailsea Extensive areas of surface water flood risk exist along the river corridors but are contained within the fluvial extents. So too are the inundation zones for the Barrow Tanks reservoirs.</p>	Surface water runoff should be carefully managed to avoid adverse downstream impacts on Nailsea.
	0	?	?	<p>Portishead Areas of surface water flood risk exist at the foot of the Tickenham ridge, notably south of the A369. Also the North Weston area.</p>	Surface water runoff should be carefully managed to avoid increasing flood risk in Portishead.
	0	?	?	<p>Keynsham Areas of surface water flood risk exist along the river corridors but are largely contained within the fluvial extents.</p>	Surface water runoff should be carefully managed to avoid adverse downstream impacts on Keynsham.
	0	?	?	<p>Midsomer Norton and Radstock Areas of surface water flood risk exist along the river corridors but are largely contained within the fluvial extents.</p>	Surface water runoff should be carefully managed to avoid adverse impacts on Midsomer Norton, Radstock and properties bordering the Wellow Brook further downstream.
	0	?	?	<p>Thornbury Areas of surface water flood risk exist along the river corridors but are largely contained within the fluvial extents.</p>	Surface water runoff should be carefully managed to avoid adverse downstream impacts on the area's various waterways.

	0	?	?	Yate/Chipping Sodbury Areas of surface water flood risk exist along the river corridors but are largely contained within the fluvial extents. There is a significant area of surface water flood risk to the north east of Chipping Sodbury on low-lying land adjacent to the Common.	Surface water runoff should be carefully managed to avoid adverse downstream impacts on communities around the Ladden Brook and River Frome.
4h. Minimise harm to, and where possible improve, water quality and availability	0	0	0	General remarks and summary There is no known issue regarding water availability. Demand for water is increasing, partly as a result of development. Bristol Water's Water Resources Management Plan 2014-2040 predicts that by 2030 a further 50 million litres per day will be required to maintain current levels of service. Measures are already planned to provide this extra supply. There is no evidence at present to suggest that the JSP's choice of locations for development will lead to differential impacts on water quality and availability.	Further engagement with regulators is necessary.
	0	0	0	Clevedon The Gordano valley and the high ground enclosing it are a Groundwater Source Protection Zone. There are no Drinking Water Safeguard Zones nearby.	
	0	0	0	Nailsea There is a Groundwater Source Protection Zone for Chelvey spring that includes land S and W of Nailsea. There are no Drinking Water Safeguard Zones nearby.	
	0	0	0	Portishead There are no Groundwater Source Protection Zones nearby. There are no Drinking Water Safeguard Zones nearby.	
	0	0	0	Keynsham There is a small Groundwater Source Protection Zone at Somerdale, contained within the site. There are no Drinking Water Safeguard Zones nearby.	
	0	0	0	Midsomer Norton and Radstock There are no Groundwater Source Protection Zones nearby. There are no Drinking Water Safeguard Zones nearby.	

	0	0	0	Thornbury There are no Groundwater Source Protection Zones nearby. There are no Drinking Water Safeguard Zones nearby.	
	0	0	0	Yate/Chipping Sodbury There are no Groundwater Source Protection Zones nearby. There are no Drinking Water Safeguard Zones nearby.	
Minimise consumption of natural resources					
5a. Achieve reasonable access to sustainable transportation (rail station, bus stops, cycle paths, footways)	0	+/-	+/-	General Remarks and Summary All towns have bus services and cycle / footpath links to other settlements. The scoring below reflects rail access, which is available at some towns only and may be beyond a reasonable walking distance from peripheral development. Use of rail for travel to work journeys remains relatively low. Unless action is taken to increase rail use, it would be false to suggest that towns with rail access are necessarily sustainable locations for development.	Peripheral development assuming commuting into larger settlements by rail will not achieve that aim without: (1) good, direct links to local station(s); and (2) simultaneous development of rail destinations as employment hubs.
	0	0	0	Clevedon No rail station: nearest is Yatton (4.2 miles south).	Local Plan proposal for strategic cycleway linking Clevedon and Yatton (avoiding B3133) has yet to be implemented.
	0	+/-	+/-	Nailsea Existing rail station (Nailsea & Backwell). However the northern edge of the town is not within reasonable distance to rail station. Hardly any of the town is within 400m.	Station car park recently extended. Potential for further development to fund further extension requires testing. Contiguous extension is physically constrained by built development; use of land east of Station Road could raise safety concerns.

	0	+/-	+/-	Portishead Proposed rail station. However the edge of the town is not within reasonable distance to rail station.	Station planned to re-open as a part of MetroWest Phase 1 by spring 2019.
	0	+/-	+/-	Keynsham Existing rail station. In general good public transport links to large urban centres of Bristol, Bath and Keynsham. However the edge of the town is not within reasonable distance to rail station.	
	0	0/?	0/?	Midsomer Norton and Radstock No rail station: nearest to Radstock are Oldfield Park (6.8 miles NE), Bath Spa (7.2 miles NE) and Frome (7.4 miles SE). Good link to cycle paths locally.	Potential to improve bus services.
	0	0	0/?	Thornbury No rail station: nearest are Pilning (SW) and Yate (SE). Pilning has very limited services. There are bus and cycle links to Bristol.	Freight-only line reaching as far as Grovesend formerly served Tytherington Quarry. Possibility of re-opening for passenger traffic to serve Thornbury has been raised but no current proposal.
	0	+/-	+/-	Yate/Chipping Sodbury Existing rail station (Yate). However only land on the western edge of the town is within reasonable distance to rail station. There are good bus and cycle links to Bristol.	
5b. Reduce non-renewable energy consumption and 'greenhouse' emissions, and provide opportunities to link into existing heat networks	0	0	0	General Remarks and Summary All development will need to adhere to national and each council's planning policies related to energy provisions. However, there is no evidence at present that development can link into existing heat networks.	Large scale development will provide an opportunity to incorporate larger scale low carbon scheme which potentially allows higher standards to be achieved.
	0	0	0	Clevedon No specific local issues.	

	0	0	0	Nailsea No specific local issues.	
	0	0	0	Portishead No specific local issues.	
	0	0	0	Keynsham No specific local issues.	
	0	0	0	Midsomer Norton and Radstock No specific local issues.	
	0	0	0	Thornbury No specific local issues.	
	0	0	0	Yate/Chipping Sodbury No specific local issues.	

JSP Initial SA Report
Appendix D: Other Settlements/Locations

Other Settlements/Locations					
Sustainability Objective	Short Term	Med Term	Long Term	Commentary	Mitigation or enhancement
Improve the health, safety and wellbeing of all					
1a. Achieve reasonable access to public open space (Designated Open Spaces, Town and Village Greens, and Public Rights of Way)	0	+/-	+/-	General Remarks and Summary A strategic level of development with appropriate on-site provision will contribute to this objective.	Developments could contribute to improvements through S106 or the Community Infrastructure Levy.
	0	+/-	+/-	Avonmouth/Sevenside There is little or no formal public open space in the area. There is however good access to open countryside and PROW which will be further improved through the HLF Forgotten Landscape Project. Good access to National Cycle Route 41 and further cycle improvements are to be delivered through the Coastal Communities Project.	
	0	+	+	Charfield There is a large playing field in the centre of Charfield and the area is surrounded by open countryside, with links to the PROW network.	
	0	+	+	Pucklechurch There is a large recreation ground in the north of Pucklechurch and the area is surrounded by open countryside, with links to the PROW network, including the Community Forest Path to the west. Good access to Regional Cycle Route 17.	
	0	+	+	Winterbourne, Frampton, Coalpit Heath There are a number of public open spaces within the area, which also has good access to the countryside which surrounds it. There is also good access to the promoted PROW routes such as the Frome Valley	

				Walkway, Community Forest Path and the Dramway. Good access to National Cycle Route 410.	
0	+	+	Backwell Backwell Lake LNR is nearby, though a 400m radius extends only slightly south of the railway. Backwell is flanked by National Cycle Routes to the west (410: Avon Cycleway) and east (33: Festival Way) and there is a local cycle route along Backwell Common.		
0	+/-	+/-	Banwell There are no nearby large open spaces but easy access to the Mendip Hills. The village centre is 1.8km from National Cycle Network Route 26 (Strawberry Line).		
0	+	+	Bristol Airport (employment) The airport adjoins Felton Common. National Cycle Route 410 (Avon Cycleway) uses Downside Road to the north of the airport.		
0	+/-	+/-	Churchill There are no nearby large open spaces but easy access to the Mendip Hills. Churchill Batch and Havyatt Green are common land. The village centre (Churchill Gate) is 2.8km from National Cycle Network Route 26 (Strawberry Line).		
0	+	+	Long Ashton The village adjoins the Ashton Court Estate to the east, whereas the principal development interest is to the west and south. National Cycle Network Route 33 (Chew Valley Lake Loop / Festival Way) passes through the village and there is a network of local cycle routes to the north.		
0	+	+	Pill There are no nearby large open spaces but easy access to Leigh Woods. National Cycle Network Routes 41 (Severn and Thames) and 410 (Avon Cycleway) pass through the village. Route 41 follows the south bank of the Avon to central Bristol. Parts of the A369 are also a cycle route.		
0	+/-	+/-	Yatton		

				National Cycle Network Route 26 (Strawberry Line) passes through the village.	
	0	+	+	Peasedown St John Potential to link to NCN 24 and local cycle network.	
	0	+	+	Saltford It is part of National Cycle Route 410 Avon Cycleway which links to Route 4 the Bristol & Bath Cycle Path, Route 41, and other local routes.	
	0	-	-	Temple Cloud/Clutton Currently no formal cycle routes close in or near these villages.	
1b. Minimise impacts on air quality and locate sensitive development away from areas of poor air quality	0	+/-	+/-	General Remarks and Summary No location is in an AQMA. Those that are near to one may be constrained by air quality considerations.	
	0	+	+	Avonmouth/Sevenside There is no AQMA in the area.	
	0	+	+	Charfield There is no AQMA in the area.	
	0	+	+	Pucklechurch There is no AQMA in the area.	
	0	+	+	Winterbourne, Frampton, Coalpit Heath There is no AQMA in the area.	
	0	+	+	Backwell There is no AQMA in the area.	
	0	+	+	Banwell There is no AQMA in the area.	
	0	+	+	Bristol Airport (employment) There is no AQMA in the area. The elevated position of the airport ensures rapid dispersion of aviation-related pollutants.	
	0	+	+	Churchill There is no AQMA in the area.	
	0	+	+	Long Ashton There is no AQMA in the area.	
	0	+	+	Pill There is no AQMA in the area.	
	0	+	+	Yatton There is no AQMA in the area.	

	0	+	+	Peasedown St John There is no AQMA in the area.	
	0	-	-	Saltford An AQMA was declared for the Centre of Keynsham in 2013. Development may cause pressure on the key transport network impacting on air quality.	
	0	+	+	Temple Cloud/Clutton There is no AQMA in the area.	
1c. Achieve reasonable access to healthcare facilities (Doctors, Opticians, Pharmacies, Dentists, Hospitals)	0	+/-	+/-	General Remarks and Summary Few 'other settlements' have a hospital (and this is unlikely to have or to develop A&E services) but most have a GP practice and a pharmacy. Most do not have a health centre or an opticians. Some 'other settlements' depend upon towns for the health-related retail function. In other cases, it is smaller settlements with a retail role (e.g. Winscombe and Wrington) that perform that function for a wider area.	Strategic levels of development with appropriate on-site provision could improve accessibility. This outcome depends on an appropriate scale of development and whether the settlement moves up in the retail / service hierarchy as a result.
	0	-	-	Avonmouth/Sevenside There are no healthcare facilities in the area.	
	0	-	-	Charfield There are no healthcare facilities in Charfield.	
	0	+	+	Pucklechurch There is a GP practice in Pucklechurch.	
	0	+	+	Winterbourne, Frampton, Coalpit Heath There are GP practices in Frampton Cotterell and Coalpit Heath. There are also pharmacies and dental practices in the area.	
	0	+	+	Backwell Backwell has a GP practice (plus one at Nailsea), health centre, and pharmacy (plus 2 in Nailsea). No hospital. No opticians (nearest is Nailsea).	
	0	+	+	Banwell Banwell has a GP practice (plus others at Locking and Winscombe), and pharmacy. No hospital. No opticians (nearest is Winscombe).	

	0	-	-	Bristol Airport (employment) No local provision.	
	0	+	+	Churchill Churchill has a GP practice. No hospital. No opticians (nearest are Winscombe and Wrington). No pharmacy (nearest are Winscombe and Wrington).	
	0	+	+	Long Ashton Long Ashton has a GP practice, opticians (2), and pharmacy. No hospital.	
	0	+	+	Pill Pill has a GP practice, health centre, and pharmacy. No hospital. No opticians (nearest are Bristol and Portishead).	
	0	+	+	Yatton Yatton has a GP practice (plus one at Congresbury), opticians, and pharmacy (2, plus one at Congresbury). No hospital.	
	0	+	+	Peasedown St John There is a GP practice and some healthcare facilities and services in Peasedown St John.	
	0	+	+	Saltford There is a GP practice and some healthcare facilities and services in Saltford.	
	0	+	+	Temple Cloud/Clutton There is a GP practice in Temple Cloud but limited accessibility to health facilities in general.	
Support communities that meet people's needs					
2a. Deliver a suitable quantum of high quality housing for the West of England sub-region	0	++	++	General Remarks and Summary Most areas are within the wider Bristol HMA therefore developments in these areas contribute well to meeting this objective. In the short term, housing delivery is more likely to be shaped by existing local plans, with the JSP only starting to have a significant impact on this objective in the medium to long term.	Early delivery of these options would depend upon the identification of sites without insurmountable constraints.

				However, it will be important to ensure a balance between the opportunities offered in lower order settlements for sustainably meeting housing requirements with displacing growth that should potentially be located closer to the main urban areas.	
0	++	++	Avonmouth/Sevenside This area is within the wider Bristol HMA therefore development in this area contributes well to meeting this objective.		
0	++	++	Charfield This area is within the wider Bristol HMA therefore development in this area contributes well to meeting this objective.		
0	++	++	Pucklechurch This area is within the wider Bristol HMA therefore development in this area contributes well to meeting this objective.		
0	++	++	Winterbourne, Frampton, Coalpit Heath This area is within the wider Bristol HMA therefore development in this area contributes well to meeting this objective.		
0	++	++	Backwell This area is within the wider Bristol HMA therefore development in this area contributes well to meeting this objective.		
0	++	++	Banwell This area is within the wider Bristol HMA therefore development in this area contributes well to meeting this objective.		
0	0	0	Bristol Airport (employment) This area is within the wider Bristol HMA but has not been identified as a location for residential development.		
0	++	++	Churchill This area is within the wider Bristol HMA therefore development in this area contributes well to meeting this objective.		

	0	++	++	Long Ashton This area is within the wider Bristol HMA therefore development in this area contributes well to meeting this objective.	
	0	++	++	Pill This area is within the wider Bristol HMA therefore development in this area contributes well to meeting this objective.	
	0	++	++	Yatton This area is within the wider Bristol HMA therefore development in this area contributes well to meeting this objective.	
	0	+	+	Peasedown St John This area is not within the wider Bristol HMA therefore development in this area does not directly contribute well to meeting this objective.	
	0	++	++	Saltford This area is within the wider Bristol HMA therefore development in this area contributes well to meeting this objective.	
	0	++	++	Temple Cloud/Clutton This area is within the wider Bristol HMA therefore development in this area contributes well to meeting this objective.	
2b. Deliver a suitable mix of high quality housing types and tenures (including affordable housing) for all parts of society within the West of England sub-region	0	++	++	General Remarks and Summary Greenfield development is likely to be more viable than brownfield, therefore it could provide more certainty for delivery of affordable housing. In the short term, housing delivery is more likely to be shaped by existing local plans, with the JSP only starting to have a significant impact on this objective in the medium to long term. However, it will be important to ensure a balance between the opportunities offered in lower order settlements for sustainably meeting housing requirements with displacing growth that should potentially be located closer to the main urban areas.	Viability testing is required.
	0	++	++	Avonmouth/Sevenside	

				No specific local issues.	
	0	++	++	Charfield No specific local issues.	
	0	++	++	Pucklechurch No specific local issues.	
	0	++	++	Winterbourne, Frampton, Coalpit Heath No specific local issues.	
	0	++	++	Backwell No specific local issues.	
	0	++	++	Banwell No specific local issues.	
	0	0	0	Bristol Airport (employment) This area has not been identified as a location for residential development.	
	0	++	++	Churchill No specific local issues.	
	0	++	++	Long Ashton No specific local issues.	
	0	++	++	Pill No specific local issues.	
	0	++	++	Yatton No specific local issues.	
	0	+	+	Peasedown St John No specific local issues.	
	0	++	++	Saltford No specific local issues.	
	0	++	++	Temple Cloud/Clutton No specific local issues.	
2c. Achieve reasonable access to community facilities (Post Office, meeting venues, youth centres)	0	+/-	+/-	General Remarks and Summary The range of community facilities in rural areas is generally lower than in the cities or towns. There are exceptions, such as the network of village halls.	A strategic level of development can contribute to creating provision as part of development. Small scale developments may put additional pressure on existing facilities. Developments could contribute to

					improvements through S106 or the Community Infrastructure Levy.
0	-	-	Avonmouth/Sevenside There are very limited facilities in the Avonmouth / Sevenside area.		
0	+	+	Charfield Charfield has a Post Office, a village shop and a village hall.		
0	+	+	Pucklechurch Pucklechurch has a Post Office, a village shop and a village hall.		
0	+	+	Winterbourne, Frampton, Coalpit Heath Winterbourne and Coalpit Heath each have a Post Office, and there are a number of meeting venues and youth centres in the area. There is a library in Winterbourne.		
0	+/-	+/-	Backwell Backwell has a post office and a village hall. There is no library (the nearest is Nailsea) but there are 2 mobile library stops.		
0	+/-	+/-	Banwell Banwell has a Post Office and a village hall. There is no library (the nearest is Winscombe) but there is a mobile library stop.		
0	+	+	Bristol Airport (employment) Felton Village Hall is located at Lulsgate Bottom. There is no library (the nearest is Long Ashton) but there is a mobile library stop at Lulsgate Bottom.		
0	+/-	+/-	Churchill Churchill has a Post Office and a village hall. There is no library (the nearest are Congresbury and Winscombe) but there is a mobile library stop.		
0	+	+	Long Ashton Long Ashton has a post office, a village hall and a library.		
0	+	+	Pill Pill has a Post Office and a library.		

	0	+	+	Yatton Yatton has a Post Office and a library.	
	0	+/-	+/-	Peasedown St John Peasedown St John has a limited range of community facilities. There is a Post Office and a mobile library stop.	
	0	+	+	Saltford Saltford has a limited range of community facilities. However, it is located along the A4 with good public transport to Keynsham, Bath and Bristol.	
	0	+/-	+/-	Temple Cloud/Clutton Temple Cloud / Clutton have a limited range of community facilities. There is a Post Office and a mobile library stop.	
2d. Achieve reasonable access to educational facilities (primary schools, secondary schools)	0	+/?	+/?	General Remarks and Summary A strategic level of development with appropriate on-site provision will contribute to this objective. However, it is not certain that the scale of development would be sufficient to fund new provision, especially secondary, if existing capacity is inadequate. If existing schools are to be expanded there needs to be land available or the means to intensify development on the site. Locations with a primary school are scored as positive; those that also have a secondary school are scored as significantly positive. These scores need to be caveated by reference to capacity. In the short term, which is the period covered by current pupil projections, it is assumed that the JSP will have no additional effect on village development. Projections for the medium to long term are difficult but where current projections indicate a capacity excess or shortfall this is noted below.	Should strategic growth be proposed, work will be required to assess existing capacity in the context of projected requirements. Developments could contribute to improvements through S106 or the Community Infrastructure Levy.
	0	-	-	Avonmouth/Sevenside There are very limited facilities in the Avonmouth / Sevenside area.	
	0	+/?	+/?	Charfield There is a primary school in Charfield but no secondary school.	
	0	+/?	+/?	Pucklechurch	.

				There is a primary school in Pucklechurch but no secondary school.	
0	++/?	++/?		Winterbourne, Frampton, Coalpit Heath There is a secondary school in Winterbourne (Winterbourne International Academy), and a number of primary schools distributed across the area.	
0	++/?	++/?		Backwell There is a secondary school in Backwell and another nearby at Nailsea. Two primary schools serve the village but these comprise West Leigh Infants and Backwell Junior, on widely separated sites. Empty places at primary level are predicted for 2015-2019, with an increasing trend. A shortfall in secondary places is predicted for 2015-2021. Empty places are predicted at Nailsea School over the same period, with an increasing trend.	
0	+/?	+/?		Banwell There is a primary school in Banwell but no secondary school. Empty places at primary level are predicted for 2015-2019, with an increasing trend.	
0	-	-		Bristol Airport (employment) The nearest primary schools are at Backwell, Winford and Wrington but there is no secondary school nearby.	
0	++/?	++/?		Churchill There are primary and secondary schools in Churchill. There is also a primary school nearby at Sandford. Empty places at primary level are predicted for 2015-2019, with an increasing trend. Empty places are also predicted at secondary level for 2015-2021, with a decreasing trend.	
0	+/?	+/?		Long Ashton There are two primary schools in Long Ashton but no secondary school. There is a secondary school nearby, in Bristol. A shortfall in places at primary level is predicted for 2017 and 2019.	
0	++/?	++/?		Pill	

				There are primary and secondary schools in Pill. Empty places at primary level are predicted for 2015-2019, with a decreasing trend. Empty places are also predicted at secondary level for 2015-2021, with a decreasing trend.	
	0	+/?	+/?	Yatton There is a primary school in Yatton but no secondary school. There are also primary schools nearby at Claverham and Congresbury. Empty places at primary level are predicted for 2015-2019, with an increasing trend.	
	0	+/?	+/?	Peasedown St John There is a primary school but no secondary school in Peasedown St John.	
	0	+/?	+/?	Saltford There is a primary school but no secondary school in Saltford.	
	0	+/?	+/?	Temple Cloud/Clutton There is a primary school in Temple Cloud and a primary school in Clutton. No secondary school in Temple Cloud or Clutton.	
2e. Achieve reasonable access to town centre services and facilities (Designated City, Town and District Centres)	0	-	-	General Remarks and Summary Many 'other settlements' contain designated Local Centres but none has a District Centre or above, though they may be within reach of one by public transport.	Should strategic growth be proposed, work will be required to assess projected requirements and access to town centre facilities. Access to facilities in the early stages of development, before on-site provision is established, may require interim solutions, e.g. temporary buildings or subsidised public transport links.
	0	-	-	Avonmouth/Severnside Avonmouth/Severnside has no town centre, and there are limited services and facilities in the area.	

	0	-	-	Charfield Charfield has no town centre, and there are limited services and facilities in the area.	
	0	-	-	Pucklechurch Pucklechurch has no town centre, and there are limited services and facilities in the area.	
	0	-	-	Winterbourne, Frampton, Coalpit Heath There are no town centres within the area. There are a number of local centres and parades which provide access to services and facilities in the area.	
	0	-	-	Backwell Local Centre only.	
	0	-	-	Banwell Local Centre only.	
	0	-	-	Bristol Airport (employment) No centre.	
	0	-	-	Churchill Local Centre only.	
	0	-	-	Long Ashton Local Centre only.	
	0	-	-	Pill Local Centre only.	
	0	-	-	Yatton Local Centre only.	
	0	-	-	Peasedown St John Peasedown St John is identified as a Local Centre.	
	0	-	-	Saltford Saltford is identified as a Local Centre and has good access to Keynsham Town Centre as well as Bath City Centre but is over 1.5km from both.	
	0	-	-	Temple Cloud/Clutton Temple Cloud is classified as a Core Strategy RA1 village with some services and facilities.	
2f. Reduce poverty and income inequality, and improve the life chances of those living in areas of concentrated disadvantage	0	0	0	General Remarks and Summary It is unlikely that development in these areas will help to regenerate the areas identified as the most deprived 20% of areas in WoE.	If development is to be used to benefit nearby disadvantaged areas, the means to do this

					must be specified through master planning.
0	0	0	Avonmouth/Sevenside It is unlikely that development in this area will help to regenerate the areas identified as the most deprived 20% of areas in Bristol/South Gloucestershire.		
0	0	0	Charfield It is unlikely that development in this area will help to regenerate the areas identified as the most deprived 20% of areas in South Gloucestershire.		
0	0	0	Pucklechurch It is unlikely that development in this area will help to regenerate the areas identified as the most deprived 20% of areas in South Gloucestershire.		
0	0	0	Winterbourne, Frampton, Coalpit Heath It is unlikely that development in this area will help to regenerate the areas identified as the most deprived 20% of areas in South Gloucestershire.		
0	0	0	Backwell It is unlikely that development in this area will help to regenerate the areas identified as the most deprived 20% of areas in North Somerset.		
0	0	0	Banwell It is unlikely that development in this area will help to regenerate the areas identified as the most deprived 20% of areas in North Somerset.		
0	?	?	Bristol Airport (employment) Development in this area will not directly regenerate the areas identified as the most deprived 20% of areas in Bristol or North Somerset. The airport is accessible by frequent public transport from Bristol. Job opportunities at the airport are of value to the city's disadvantaged but unless employers can demonstrate a need for an airport location this is less beneficial in terms of this objective than a location closer to employees' homes.		
0	0	0	Churchill It is unlikely that development in this area will help to regenerate the areas identified as the most deprived		

				20% of areas in North Somerset.	
	0	0	0	Long Ashton It is unlikely that development in this area will help to regenerate the areas identified as the most deprived 20% of areas in North Somerset.	
	0	0	0	Pill It is unlikely that development in this area will help to regenerate the areas identified as the most deprived 20% of areas in North Somerset.	
	0	0	0	Yatton It is unlikely that development in this area will help to regenerate the areas identified as the most deprived 20% of areas in North Somerset.	
	0	0	0	Peasedown St John It is unlikely that development in this area will help to regenerate the areas identified as the most deprived 20% of areas in B&NES.	
	0	0	0	Saltford It is unlikely that development in this area will help to regenerate the areas identified as the most deprived 20% of areas in B&NES.	
	0	0	0	Temple Cloud/Clutton It is unlikely that development in this area will help to regenerate the areas identified as the most deprived 20% of areas in B&NES.	
Develop a diverse and thriving economy that meets people's needs					
3a. Deliver a reasonable quantum of employment floorspace/land and increase access to work opportunities for all parts of society within the West of England sub-region	0	-/+	-/+	General Remarks and Summary The range of employment opportunities in rural areas is much lower than in the cities or towns. There is little currently planned additional provision and relatively poor accessibility to work elsewhere. Avonmouth/Sevenside and Bristol Airport offer exceptions to this pattern.	
	0	+	+	Avonmouth/Sevenside There is a significant amount of undeveloped employment land in this area. Avonmouth/Sevenside is	

				an Enterprise Area.	
	0	-	-	Charfield Limited local employment opportunities.	
	0	-	-	Pucklechurch Limited local employment opportunities.	
	0	-	-	Winterbourne, Frampton, Coalpit Heath Limited local employment opportunities.	
	0	-	-	Backwell Limited local employment opportunities. Local Plan employment allocation at Moor Lane has not been taken up.	
	0	-	-	Banwell Limited local employment opportunities.	
	0	+	+	Bristol Airport (employment) Major employment site.	
	0	-	-	Churchill Limited local employment opportunities.	
	0	-	-	Long Ashton Limited local employment opportunities in Long Ashton, but it is located close to Bristol.	Careful linkage to existing employment is required.
	0	-	-	Pill Limited local employment opportunities.	
	0	-	-	Yatton Limited local employment opportunities.	
	0	-	-	Peasedown St John Limited local employment opportunities.	
	0	-	-	Saltford Limited local employment opportunities in Saltford, but it is located close to Bath and Keynsham.	Careful linkage to existing employment is required.
	0	-	-	Temple Cloud/Clutton Limited local employment opportunities.	
3b. Achieve reasonable access to major employment areas <i>Major Employment sites</i> Enterprise Zones Locally designated key employment areas	0	+/0	+/0	General Remarks and Summary The range of employment opportunities in rural areas is much lower than in the cities or towns. There is relatively poor accessibility to work elsewhere. Avonmouth / Severnside and Bristol Airport offer exceptions to this pattern.	

	0	++	++	Avonmouth/Sevenside Avonmouth/Sevenside is a major employment area and an EA. There is potential to access employment opportunities within the north fringe of Bristol also.	
	0	0	?	Charfield No major employment area in Charfield. Closest major employment areas located in Bristol north fringe or in Gloucestershire.	Improved access dependent on potential rail station.
	0	+	+	Pucklechurch No major employment area in Pucklechurch, although the proximity of the Bristol east fringe and the EA at Emersons Green means that some opportunities may exist.	
	0	+	+	Winterbourne, Frampton, Coalpit Heath No major employment area in the vicinity, although there is access to Yate and the north and east fringes of Bristol (including Emersons Green and Filton EAs).	
	0	+	+	Backwell No major employment area, though Temple Quarter EZ is accessible by rail.	
	0	+	+	Banwell No major employment area, though close to J21 EA at Weston-super-Mare.	
	0	++	++	Bristol Airport (employment) Major employment site.	
	0	0	0	Churchill No major employment area.	
	0	+	+	Long Ashton No major employment area, though close to Bristol.	
	0	+	+	Pill No major employment area, though close to Royal Portbury Dock and via M5 (and proposed rail station) to Bristol.	
	0	+	+	Yatton No major employment area, though Temple Quarter EZ is accessible by rail.	

	0	0/+	0/+	Peasedown St John Good access to the Bath Business Park in Peasedown St John. Potentially good access to existing local employment areas in Midsomer Norton and Radstock with improved bus services.	
	0	+	+	Saltford Good access to Bristol EZ and Bath EA with public transport.	
	0	0	0	Temple Cloud/Clutton Development is beyond reasonable distance of major employment areas.	
Maintain and improve environmental quality and assets					
4a. Minimise impact on and where appropriate enhance the historic environment, heritage assets and their settings	0	?	?	General Remarks and Summary The sensitivity of the historic environment varies widely even between settlements and can be expected to vary still more between individual sites. Negative effects cannot be either established or discounted unless the direction and scale of expansion are known. The options therefore all presently score as having an uncertain effect.	Site definition and design need to consider effect on settings.
Assets Listed Buildings Conservation Areas Scheduled Ancient Monuments Registered Historic Parks and Gardens Unregistered Historic Parks and Gardens Registered Battlefields Undesignated local assets (HER)	0	?	?	Avonmouth/Severnside There are no listed buildings, conservation areas, historic parks and gardens or scheduled ancient monuments in the area. There are however significant archeological interests in the area.	
World Heritage Site Protected Wreck Site Locally listed structure Town and Village greens Local Green Spaces	0	?	?	Charfield There are a number of Grade II listed buildings in Charfield. There are also a number of locally listed buildings in the area.	
	0	?	?	Pucklechurch There is a Grade I listed building in the north of Pucklechurch (St Thomas A Beckett Church), as well as a number of Grade II and II* listed buildings. The majority of the northern part of Pucklechurch is within a conservation area and there is a scheduled ancient monument in the NE of the town. The SW extent of Pucklechurch adjoins the Siston Conservation Area.	

	0	?	?	<p>Winterbourne, Frampton, Coalpit Heath There are a number of Grade II and II* listed, as well as some locally listed buildings in the area. There are a number of historic parks and gardens in the Winterbourne and Frampton Cotterell area and a scheduled ancient monument to the south of Winterbourne. The Church Lane Winterbourne Conservation Area is located to the west of Winterbourne, and the Hambrook Conservation Area is located to the SW of Winterbourne.</p>	
	0	?	?	<p>Backwell There are three conservation areas in Backwell and another to the west at Chelvey. There are also numerous listed buildings. Backwell House is an unregistered historic park and garden.</p>	
	0	?	?	<p>Banwell Banwell is a conservation area with numerous listed buildings. Banwell Castle is an unregistered historic park and garden. The area in and around Banwell is of considerable archæological interest and includes four scheduled ancient monuments.</p>	
	0	?	?	<p>Bristol Airport (employment) The eastern and southern environs of the airport contain a number of scheduled ancient monuments and listed buildings. Felton Common is to the east. The village of Felton is a conservation area.</p>	
	0	?	?	<p>Churchill Lower Langford is a conservation area. There are numerous listed buildings, especially in the older parts of Churchill and Lower Langford, and four unregistered historic parks and gardens. There are scheduled ancient monuments on the higher ground to the south.</p>	
	0	?	?	<p>Long Ashton There are two conservation areas in Long Ashton and numerous listed buildings. There are three historic parks and gardens; the Ashton Court Estate to the north is registered, Barrow Hospital to the south and Gatcombe Court to the west are unregistered. There are two large scheduled monuments to the west.</p>	

	0	?	?	Pill There are numerous listed buildings in and around Pill. There are three historic parks and gardens; the Leigh Court Estate to the SE is registered, Ham Green to the NE and St George's Hall to the SW are unregistered. The Leigh Court Estate is an extensive designation limiting the scale of development that can be accommodated to the east.	
	0	?	?	Yatton There are numerous listed buildings in the Yatton / Claverham area. There are two small historic parks and gardens in Claverham. Cadbury Hill Fort to the south is a scheduled monument.	
	0	?	?	Peasedown St John A number of listed buildings and historic parks and gardens in and around Peasedown St John.	
	0	?	?	Saltford There are numerous listed buildings in Saltford.	
	0	?	?	Temple Cloud/Clutton There are numerous listed buildings in Temple Cloud and Clutton.	
4b. Minimise impact on and where possible enhance habitats and species (taking account of climate change) <i>National Sites and assets</i> SSSI National Nature Reserves Local Nature Reserves UK Priority Habitat <i>Local Sites</i> SNCI – All authorities Wildlife Corridors – Bristol Ecological Networks	0	?	?	General Remarks and Summary Natural environment designations do not directly prevent the expansion of these settlements but the impact of development on the interests protected by adjoining or nearby designations requires further assessment. This is especially true of European sites, which will be considered through the HRA process.	Site definition and design need to consider effect on nearby biodiversity interests.
	0	?	?	Avonmouth/Sevenside The Severn Estuary is a Natura2000 (N2K) site, and is protected through European and related legislation (SPA, SAC, Ramsar). There are also significant areas of SSSI and SNCI in the vicinity.	A full HRA will be required to assess the potential impacts of any future development in the area.
	0	?	?	Charfield There is a SSSI (Cullimore's Quarry) to the east of the railway line at the northernmost extent of Charfield. There is also a SNCI to the east of the SSSI, as well as two further SNCIs to the south of Charfield.	

	0	+	+	Pucklechurch There are no SSSIs or SNCIs adjacent or near to Pucklechurch.	
	0	?	?	Winterbourne, Frampton, Coalpit Heath There is a SSSI in Winterbourne (Winterbourne Railway Cutting). There are a number of SNCIs adjacent to or in close proximity to the areas.	
	0	?	?	Backwell Wildlife Sites at Backwell are on the higher ground to the south and east and along the River Kenn. Backwell Lake is a LNR. There are patches of Priority Habitat in and around the village.	
	0	?	?	Banwell The area of greatest biodiversity interest at Banwell is the higher ground to the south and east, parts of which are a SAC. There are additional Wildlife Sites here and, at a greater distance, to the north of the village. Priority Habitats adjoin the village to the NE and south.	A full HRA will be required to assess the potential impacts of any future development in the area.
	0	?	?	Bristol Airport (employment) The top of the plateau where the airport itself is located is unconstrained by statutory natural environment designations, though there are some patches of Priority Habitat, with larger areas to be found on descending from the plateau. There are local Wildlife Sites to the north and south and to the east Felton Common is a LNR and Priority Habitat.	
	0	+/?	+/?	Churchill The likely developable area at Churchill / Langford is unconstrained by statutory natural environment designations. The area of biodiversity interest is the higher ground south of the A368, where there are SSSIs and local Wildlife Sites. There are some patches of Priority Habitat around the villages and some larger areas on the higher ground.	
	0	?	?	Long Ashton The Ashton Court Estate is a SSSI. There are local Wildlife Sites NW, north and south of the village; these are also Priority Habitats.	

	0	?	?	Pill The combes running down to and through Pill to the Avon are local Wildlife Sites and Priority Habitats. Parts of the Avon Gorge are a SPA / Ramsar site or SAC. Part of the railway cutting at Chapel Pill is a SSSI. Part of the A369 is a LNR.	A full HRA will be required to assess the potential impacts of any future development in the area.
	0	?	?	Yatton There are SSSIs to the west, north and east of Yatton. That to the east is also a SAC. There are also local Wildlife Sites abutting the village at various points. Cadbury Hill and the Strawberry Line are LNRs. Yatton is largely surrounded by the Levels and Moors, which are a Priority Habitat, as is Cadbury Hill.	A full HRA will be required to assess the potential impacts of any future development in the area.
	0	?	?	Peasedown St John Some parts of the area are designated as SNCI.	
	0	?	?	Saltford There are SNCIs to the north east and west of Saltford.	
	0	?	?	Temple Cloud/Clutton It is close to Clutton dismantled railway and Fry's Bottom SNCI.	
4c. Minimise impact on and where appropriate enhance valued landscapes <i>National designations</i> AONB	0	?	?	General Remarks and Summary While all of these options (with the possible exception of Saltford) avoid impacting on designated landscapes, there will be effects on local landscape character that can only be identified by detailed studies informed by the likely scale of development.	Assessments are required to identify the areas with potential mitigation.
	0	?	?	Avonmouth/Sevenside Sevenside is within the Pilning Levels landscape character area, an area of contrasts, with a largely flat, semi-enclosed to open agricultural landscape, divided by rhines and linear transport routes across the central and northern area, and extensive areas of industry and warehousing in the south. The Severn Shoreline and Estuary landscape character area, to the west, is a flat open exposed linear landscape of warths, tidal wetlands, mudflats and rock. The large expanse of the Estuary and changing tides, is its most dominant feature. "A Forgotten Landscape", a large-scale natural and	

				cultural heritage project funded by the Heritage Lottery Fund Landscape Partnership Scheme is underway. It seeks to conserve and enhance the Lower Severn Vale Levels, while improving community access to and engagement with the area's unique natural and cultural heritage.	
	0	?	?	Charfield Charfield is within the Wickwar Ridge and Vale landscape character area, a diverse undulating landscape coverer with a mix of farmland, woodland and common.	
	0	?	?	Pucklechurch The area is within the Pucklechurch Ridge and Boyd Valley landscape character area, a diverse undulating rural landscape of mainly mixed farmland. The Cotswold AONB is located to the east of Pucklechurch.	
	0	?	?	Winterbourne, Frampton, Coalpit Heath The area is within the Frome Valley character area, a diverse, enclosed, intricate combination of agriculture and settlement, divided by major roads. Within this area, there are landforms that make a significant contribution to the distinctive character of the locality and to the rural setting of the surrounding existing residential development'	
	0	?	?	Backwell The area is within the Land Yeo and Kenn Rolling Valley Farmland landscape character area, a pastoral landscape intermediate between the valley floor and wooded limestone ridges. It is marked by stone farmsteads, thick hedgerows, winding rural lanes and modern ribbon / infill development along the A370.	
	0	?	?	Banwell The area is within the River Yeo Rolling Valley Farmland landscape character area, a pastoral landscape intermediate between the valley floor and wooded limestone ridges. It is marked by stone farmsteads, thick hedgerows, small rural roads and modern ribbon / infill development along the A371.	

	0	?	?	<p>Bristol Airport (employment) The airport dominates the Broadfield Down Settled Limestone Plateau landscape character area, an open and exposed plateau leading down to ecologically valuable grassland and woodland. It is a landscape of large rectilinear fields with low scrubby hedgerows, the A38 running through it linking numerous groups of houses.</p>	
	0	?	?	<p>Churchill The area is within the River Yeo Rolling Valley Farmland landscape character area, a pastoral landscape intermediate between the valley floor and wooded limestone ridges. It is marked by stone farmsteads, thick hedgerows, small rural roads and modern ribbon / infill development along the A38 and A368.</p>	
	0	?	?	<p>Long Ashton The area is within the Colliter's Brook Rolling Valley Farmland and Land Yeo and Kenn Rolling Valley Farmland landscape character areas, a pastoral landscape intermediate between the valley floor and wooded limestone ridges but without a strong valley feel. It is marked by stone farmsteads, variable hedgerows, several large woods, small rural roads and modern ribbon / infill development along the A370.</p>	
	0	?	?	<p>Pill The area is within the Avon Rolling Valley Farmland landscape character area, shelving topography running down to the River Avon. It is a complex area with a deceptively wooded feel, marked by historic parkland, numerous streams and ponds and modern ribbon / infill development along the A369.</p>	
	0	?	?	<p>Yatton The village of Yatton is within the Land Yeo and Kenn Rolling Valley Farmland landscape character area, a pastoral landscape intermediate between the valley floor and wooded limestone ridges. Yatton occupies a line of higher ground that fans out around Claverham. The surrounding Moors are a very different landscape type, a broad sweep of low-lying reclaimed wetland.</p>	

	0	?	?	Peasedown St John This area is part of Paulton and Peasedown St John Ridge Character Area. A fairly narrow, flat limestone ridge/ plateau with gentle undulations which is penetrated by narrow steep valleys of the adjacent character area on the southern side. Open landscape with wide views over adjacent areas.	
	0	-/?	-/?	Saltford The north east of Saltford is covered by Cotswold AONB. Folly Wood is located at the south of Saltford. Manor Road Community Woodland LNR between Saltford and Keynsham. The village of Salford is within Avon Valley Character Area. Meandering tree lined River Avon. Wide, open valley with a generally flat valley floor and seasonal flooding. Generally steeply sloping sides, rather asymmetrical, often with undulating lower slopes.	
	0	?	?	Temple Cloud/Clutton This area is included within Hinton Blewett and Newton St Loe Plateau. The open undulating nature of the landscape gives rise to many extensive views often framed through field opening.	
4d. Promote the conservation and wise use of land, maximising the re-use of previously developed land.	0	-	-	General Remarks and Summary Development at the 'other settlements / locations' would be likely to be mainly on greenfield land. There is little or no opportunity to re-use PDL or intensify existing developed areas. Therefore most locations have a negative effect on achieving this objective and there is no apparent scope for mitigation.	
	0	+/-	+/-	Avonmouth/Sevenside There are areas of previously developed and greenfield land in the area.	
	0	-	-	Charfield There are very few opportunities for redeveloping previously developed land in Charfield.	
	0	-	-	Pucklechurch There are very few opportunities for redeveloping previously developed land in Pucklechurch.	

	0	-	-	Winterbourne, Frampton, Coalpit Heath There are few opportunities for redeveloping previously developed land in the area.	
	0	-	-	Backwell There are very few opportunities for redeveloping previously developed land in Backwell.	
	0	-	-	Banwell There are very few opportunities for redeveloping previously developed land in Banwell.	
	0	-	-	Bristol Airport (employment) There are very few opportunities for redeveloping previously developed land around Bristol Airport.	
	0	-	-	Churchill There are very few opportunities for redeveloping previously developed land in Churchill.	
	0	-	-	Long Ashton There are very few opportunities for redeveloping previously developed land in Long Ashton.	
	0	-	-	Pill There are very few opportunities for redeveloping previously developed land in Pill.	
	0	-	-	Yatton There are very few opportunities for redeveloping previously developed land in Yatton.	
	0	-	-	Peasedown St John Limited development opportunities within brownfield land.	
	0	-	-	Saltford Limited development opportunities within brownfield land.	
	0	-	-	Temple Cloud/Clutton Limited development opportunities within brownfield land.	
4e. Minimise the loss of productive land, especially best and most versatile agricultural land.	0	+/-	+/-	General Remarks and Summary The reliability of agricultural land quality data is variable. Overall impacts are therefore uncertain. Specific areas below have been scored positively or negatively on the basis of the best available information.	More detailed surveys are needed to identify precise impact. Site definition then needs to avoid identified areas of

				There is potentially high grade agricultural land at several of these locations but not necessarily in every direction in which development might be contemplated. There may also be scope for limited development on pockets of lower grade land.	the best and most versatile (high grade) agricultural land (land in grades 1, 2 and 3a), especially those outside Flood Zone 3.
	0	+	+	Avonmouth/Sevenside There are no areas of high grade agricultural land in the area.	
	0	+/-	+/-	Charfield There are areas of Grade 3a agricultural land surrounding Charfield.	
	0	+	+	Pucklechurch There are no areas of high grade agricultural land surrounding Pucklechurch.	
	0	+/-	+/-	Winterbourne, Frampton, Coalpit Heath There are areas of Grade 1, 2, 3a and 3b agricultural land in the area from west of Winterbourne to north of Frampton Cotterell. There is also an area of Grade 3a and 3b agricultural land adjoining the A432 at Frampton Cotterell/ Coalpit Heath.	
	0	+/-	+/-	Backwell Backwell sits in a band of potentially high grade agricultural land between the railway and the Cleeve Ridge. Limited pockets of potentially lower grade land adjoin the developed area but these are partly in Flood Zone 3. Detailed surveys exist of almost all the land surrounding Backwell and these should be consulted for a definitive view.	
	0	+/-	+/-	Banwell There are strips of potentially Grade 1 agricultural land east and west of Banwell, above the floodplain but below the higher ground. There are no detailed surveys of land at Banwell.	
	0	+	+	Bristol Airport (employment) There are areas of potentially Grade 2 agricultural land at Felton and Winford but none in the immediate vicinity	

				of the airport. There are no detailed surveys of land at Bristol Airport, though areas at Felton and Freeman's Farm Quarry have been surveyed and high grade agricultural land was found.	
0	+/-	+/-	Churchill There are extensive areas of potentially Grade 2 agricultural land at Churchill / Langford, above the floodplain but below the higher ground, along with some Grade 1. There are no detailed surveys of land at Churchill.		
0	+/-	+/-	Long Ashton Agricultural land to the west of the village is potentially Grade 2 and is above the floodplain. Small patches of land to the south have been identified by detailed survey as high grade.		
0	--	--	Pill Pill is almost entirely surrounded by extensive areas of potentially high grade agricultural land, mostly Grade 2 and almost all above the floodplain. Detailed survey work exists for the land south of Pill and this should be consulted for a definitive view.		
0	+/-	+/-	Yatton Agricultural land to the NE of Yatton is potentially Grade 2, though most is in the floodplain. Land SE of Yatton and east of Claverham is potentially Grade 1 and above the floodplain. Land between Yatton and Claverham / Cleeve is unconstrained. Detailed surveys exist of areas NW of Yatton and three small patches of land at Claverham / Cleeve. These should be consulted for a definitive view.		
0	+/-	+/-	Peasedown St John There are areas of Grade 2 and 3 agricultural land in the area. Not in Flood Zone 3.		
0	+/-	+/-	Saltford There are areas of Grade 2 and 3 agricultural land in the area. Not in Flood Zone 3. There is high grade agricultural land further to the NE but within the		

				Cotswolds AONB.	
	0	+/-	+/-	Temple Cloud/Clutton There are areas of Grade 2 and 3 agricultural land in the area and almost all above the floodplain.	
4f. Minimise vulnerability to tidal/fluvial flooding (taking account of climate change), without increasing flood risk elsewhere.	0	0	0	General Remarks and Summary Most areas are predominantly Flood Zone 1. Although there are areas within Flood Zone 3, the functional floodplain can be avoided.	Strategic mitigation will be required for development in Flood Zones 2/3a. Areas identified for development should follow a sequential approach in line with national policy.
	0	-	-	Avonmouth/Severnside The southern part of Easter Compton, Compton Greenfield and the area southeast of Berwick Lane are in Flood Zone 1. Elsewhere, the area north of the Henbury railway line is almost entirely in the tidal Flood Zone 3, with patches of functional floodplain. South of the railway line the flood risk is more mixed, with areas of Flood Zones 1 and 2. With climate change, most of the areas in Flood Zones 1 and 2 south of the railway line become Flood Zone 3.	New residential development should not take place in the areas in Flood Zone 3 if areas with a lower risk of flooding are reasonably available. Some new development could be focused on the parts of the area in Flood Zone 1. Development in the areas in Flood Zone 3 is unlikely to be acceptable without a strategic flood solution. Permission is in place for the build out of employment development over a large part of this area, including land raising.

	0	0	0	<p>Charfield Large parts of the area lie within Flood Zone 1. The exception is a significant corridor of fluvial Flood Zone 3, which also incorporates a functional floodplain, along the Little Avon River to the north and east of the village. A second corridor of Flood Zone 3 branches off along a stream leading east towards Kingswood (Stroud district).</p>	New residential development should be focused on the parts of the area in Flood Zone 1, avoiding the areas in Flood Zone 3.
	0	0	0	<p>Pucklechurch The vast majority of the area lies within Flood Zone 1, although there is a narrow corridor of fluvial Flood Zone 3 following the Feltham Brook, which runs to the east of the village. This corridor also forms part of the functional floodplain.</p>	New residential development should be focused on the parts of the area in Flood Zone 1, avoiding the areas identified as functional floodplain.
	0	0	0	<p>Winterbourne, Frampton Cotterell, Coalpit Heath Large parts of the area surrounding the current built form lie within Flood Zone 1. A significant corridor of fluvial Flood Zone 3, which also forms part of the functional floodplain, follows the River Frome between Winterbourne and Frampton Cotterell. There is a larger floodplain in the Tubbs Bottom area to the northeast. Additional narrow corridors of Fluvial Flood Zone 3 and functional floodplain follow the Bradley Brook to the west, the Folly Brook to the southeast and the Leap Valley to the south. With climate change there is a modest general increase to the extent of Flood Zone 3.</p>	New residential development should be focused on the parts of the area in Flood Zone 1, avoiding the areas identified as functional floodplain.
	0	0	0	<p>Backwell Large parts of the area lie within Flood Zone 1. A significant corridor of fluvial and possibly tidal Flood Zone 3, which also forms part of the functional floodplain, follows the River Kenn and a tributary stream between Backwell and Nailsea to the north. At Chelvey to the west there is a larger area of functional floodplain associated with the river, bordered by areas in Flood Zone 2. With climate change the extent of Flood Zone 3 increases in these areas.</p>	New residential development should be focused on the parts of the area in Flood Zone 1, avoiding the areas identified as functional floodplain.

	0	0	0	<p>Banwell The village and most of its environs lie within Flood Zone 1. However, to the northeast the area borders an extensive area of fluvial and tidal Flood Zone 3 related to the Severn Estuary and Somerset Levels. Areas west of the River Banwell also form part of the functional floodplain. With climate change the extent of Flood Zone 3 increases on the fringes of this area.</p>	New development should be focused on the area that falls within Flood Zone 1.
	0	0	0	<p>Bristol Airport (employment) The area lies entirely within Flood Zone 1.</p>	
	0	0	0	<p>Churchill The vast majority of the area lies within Flood Zone 1, with small pockets of Flood Zone 2 in isolated locations. A narrow corridor of fluvial Flood Zone 3, which is also part of the functional floodplain, follows the Langford Brook through the centre of Lower Langford, to the east of Churchill.</p>	New residential development should be focused on the parts of the area in Flood Zone 1, avoiding the areas identified as functional floodplain.
	0	0	0	<p>Long Ashton At present, there are areas in fluvial Flood Zones 2 and 3 along the Ashton Brook. Additional corridors of fluvial Flood Zone 3 follow the Land Yeo to the west and one of its tributaries. Those areas in Flood Zone 3 also form part of the functional floodplain. With climate change, the area in Flood Zone 3 increases in size.</p>	New residential development should be focused on the parts of the area in Flood Zone 1, avoiding the areas identified as functional floodplain and, if possible, avoiding those in Flood Zone 2.
	0	0	0	<p>Pill Large parts of the area lie within Flood Zone 1. Areas adjoining the River Avon fall within fluvial and tidal Flood Zone 3 and also form part of the functional floodplain. Narrower corridors of fluvial Flood Zone 3, which again form part of the functional floodplain, extend south from the River Avon along the Markham Brook / Crockerne Pill and Chapel Pill. With climate change, the extent of flood risk is marginally increased along the River Avon.</p>	New residential development should be focused on the parts of the area in Flood Zone 1, avoiding the areas identified as functional floodplain.
	0	0/?	0/?	<p>Yatton The village is largely in Flood Zone 1. However, the</p>	New residential development should be

				<p>areas to the west and east fall within fluvial and tidal Flood Zone 3 associated with the Severn Estuary, Congresbury Yeo, River Kenn and associated tributaries and rhyne. There are areas of functional floodplain along the Congresbury Yeo.</p> <p>With climate change, the extent of Flood Zone 3 increases to close more tightly on the village.</p> <p>The Internal Drainage Board has a known concern about the ability of the existing rhyne system to cope with increased runoff from piecemeal development in this area.</p>	<p>focused on the parts of the area in Flood Zone 1, avoiding the areas in Flood Zone 3.</p>
	0	0	0	<p>Peasedown St John</p> <p>The vast majority of the area lies within Flood Zone 1. There are corridors of fluvial Flood Zone 3 following the Cam Brook to the north and the Wellow Brook to the south, but these are at some distance from the likely development area.</p>	<p>New residential development should be focused on the parts of the area in Flood Zone 1, avoiding the areas in Flood Zone 3.</p>
	0	0	0	<p>Saltford</p> <p>Large parts of the area lie within Flood Zone 1. Following the River Avon there is a corridor of fluvial Flood Zone 3 between the main railway line and the Bristol & Bath Railway Path, and onward down the river to the north. An additional area of Flood Zone 2 lies between the railway line and the A4 to the southeast of the village.</p> <p>With climate change, most of the area presently in Flood Zone 2 becomes Flood Zone 3 and additional patches of Flood Zone 3 appear between Saltford and Keynsham.</p>	<p>New residential development should be focused on the parts of the area in Flood Zone 1, avoiding the areas in Flood Zone 3.</p>
	0	0	0	<p>Temple Cloud/Clutton</p> <p>Large parts of the area lie within Flood Zone 1. A significant corridor of fluvial Flood Zone 3 follows the Cam and Cam Brook to the south of Temple Cloud. A secondary corridor follows the Long Lands to the east.</p>	<p>New residential development should be focused on the parts of the area in Flood Zone 1, avoiding the areas in Flood Zone 3.</p>
<p>4g. Minimise vulnerability to surface water flooding and other sources of flooding, without increasing flood risk elsewhere.</p>	0	?	?	<p>General Remarks and Summary</p> <p>Surface water impacts are highly localised. It is important that they are considered but they do not appear to be an in-principle constraint. However, they do</p>	<p>Surface water runoff should be carefully managed to avoid adverse downstream</p>

				involve significant parts of some potential development locations. Other flood risks, such as from groundwater and sewers, are not comprehensively mapped.	impacts. Areas at risk of flooding could be suitable for public open space. Flood risk assessments associated with development must consider flooding from all relevant sources.
	0	?	?	Avonmouth/Sevenside There are small areas of surface water flood risk, largely around the rhines. Easter Compton is the main area at risk.	Surface water runoff should be carefully managed.
	0	?	?	Charfield There are areas of high surface water flood risk around the river corridors.	Surface water runoff should be carefully managed to avoid adverse downstream impacts in Stroud district.
	0	?	?	Pucklechurch Risk is narrowly associated with watercourses to the north and east.	Surface water runoff should be carefully managed to avoid adverse downstream impacts on Wick and Bitton.
	0	?	?	Winterbourne, Frampton, Coalpit Heath There are small areas of at high risk of surface water flooding. These are largely along river corridors.	Surface water runoff should be carefully managed to avoid adverse downstream impacts on communities around the River Frome.
	0	?	?	Backwell There are wide areas of surface water flood risk associated with the River Kenn and its tributaries, including those running down from Backwell Hill, some of which appear to be culverted beneath modern development. There is another large area at risk NE of Grove Farm. There are possible issues of groundwater flooding associated with Backwell Hill, which is a Groundwater	Surface water runoff should be carefully managed to avoid adverse downstream impacts on Clevedon.

				Source Protection Zone.	
0	?	?	Banwell There are large areas of surface water flood risk to the north of the village, associated with local watercourses and rhynes. There are also possible issues of groundwater flooding associated with Banwell Hill, which is a Groundwater Source Protection Zone.	Surface water runoff should be carefully managed to avoid further increasing flood risk in the surrounding area.	
0	?	?	Bristol Airport (employment) There are very localised areas of surface water flood risk north and south of the airport, associated with Brockley and Goblin Combes to the west and the Chew valley to the east.		
0	?	?	Churchill There are narrow areas of surface water flood risk associated with local watercourses. There are possible issues of groundwater flooding associated with the Mendip Hills, which are a Groundwater Source Protection Zone.	Surface water runoff should be carefully managed to avoid adverse downstream impacts on Wrington and Congresbury.	
0	?	?	Long Ashton There is a large area of surface water flood risk west of Wild Country Lane. There is also a narrow corridor of land at risk running through the village. This has a tributary supplied from the Barrow Hospital area that crosses the bypass and railway, with land between these features at risk of ponding.	Surface water runoff should be carefully managed to avoid adverse downstream impacts on Bristol.	
0	?	?	Pill There are narrow areas of surface water flood risk associated with local watercourses.		
0	?	?	Yatton There are large areas at risk from surface water flooding at Yatton and Claverham, south of the railway, and also south of Yatton in the valley of the Congresbury Yeo.	Surface water runoff should be carefully managed to avoid adverse impacts on the existing system.	
0	?	?	Peasedown St John There are small areas of at high risk of surface water flooding. These are largely along river corridors.		

	0	?	?	Saltford There are small areas of at high risk of surface water flooding. These are largely along river corridors.	Surface water runoff should be carefully managed to avoid adverse impacts on flood risks along the River Avon.
	0	?	?	Temple Cloud/Clutton There are small areas of at high risk of surface water flooding. These are largely along river corridors.	Surface water runoff should be carefully managed to avoid adverse downstream impacts on communities along the Cam Brook.
4h. Minimise harm to, and where possible improve, water quality and availability	0	?	?	General Remarks and Summary There is no known issue regarding water availability. Demand for water is increasing, partly as a result of development. Bristol Water's Water Resources Management Plan 2014-2040 predicts that by 2030 a further 50 million litres per day will be required to maintain current levels of service. Measures are already planned to provide this extra supply. There is no evidence at present to suggest that the JSP's choice of locations for development will lead to differential impacts on water quality and availability.	Further engagement with regulators is necessary to understand what constraints or opportunities exist.
	0	0	0	Avonmouth/Sevenside There are no Groundwater Source Protection Zones nearby. There are no Drinking Water Safeguard Zones nearby.	
	0	0	0	Charfield There are no Groundwater Source Protection Zones nearby. There are no Drinking Water Safeguard Zones nearby.	
	0	0	0	Pucklechurch There are no Groundwater Source Protection Zones nearby. There are no Drinking Water Safeguard Zones nearby.	
	0	0	0	Winterbourne, Frampton, Coalpit Heath There are no Groundwater Source Protection Zones nearby.	

				There are no Drinking Water Safeguard Zones nearby.	
	0	?	?	Backwell Backwell is within the Groundwater Source Protection Zone for Chelvey spring. There are no Drinking Water Safeguard Zones nearby.	Further engagement with regulators is necessary to understand what constraints or opportunities exist.
	0	?	?	Banwell Most of Banwell is within the Groundwater Source Protection Zone for Banwell spring. There is a known issue concerning cutting into Banwell Hill, raised in connection with proposals for a Banwell bypass, in which context hydrogeological studies were sought by the Environment Agency but have not been commissioned. There are no Drinking Water Safeguard Zones nearby.	Development involving cutting into Banwell Hill would require further environmental assessment, including hydrogeological studies.
	0	?	?	Bristol Airport (employment) Broadfield Down is part of the Groundwater Source Protection Zone for Chelvey spring. There is another GSPZ east of the A38. Land either side of the A38 at Lulsgate Bottom and east towards Winford, also SE from Butcombe to Blagdon Lake, is within a Drinking Water Safeguard Zone.	Further engagement with regulators is necessary to understand what constraints or opportunities exist.
	0	?	?	Churchill Five springs in Langford have a Groundwater Source Protection Zone. There is another small GSPZ near Churchill School. A large part of the Mendip Hills to the south are also a GSPZ. Burrington Combe is part of a Drinking Water Safeguard Zone.	Further engagement with regulators is necessary to understand what constraints or opportunities exist.
	0	0	0	Long Ashton There are no Groundwater Source Protection Zones nearby. There are no Drinking Water Safeguard Zones nearby.	
	0	0	0	Pill There are no Groundwater Source Protection Zones nearby. There are no Drinking Water Safeguard Zones nearby.	
	0	?	?	Yatton	Further engagement with

				Land east of Claverham is part of the Groundwater Source Protection Zone for Chelvey spring. There are no Drinking Water Safeguard Zones nearby.	regulators is necessary to understand what constraints or opportunities exist.
	0	0	0	Peasedown St John There are no Groundwater Source Protection Zones nearby. There are no Drinking Water Safeguard Zones nearby.	
	0	0	0	Saltford There are no Groundwater Source Protection Zones nearby. There are no Drinking Water Safeguard Zones nearby.	
	0	0	0	Temple Cloud/Clutton There are no Groundwater Source Protection Zones nearby. There are no Drinking Water Safeguard Zones nearby.	
Minimise consumption of natural resources					
5a. Reasonable access to sustainable transportation (rail station, bus stops, cycle paths, footways)	0	+/-	+/-	General Remarks and Summary All 'other settlements' have bus services and cycle / footpath links to other settlements. Bristol Airport has a dedicated bus link to Bristol. The scoring below reflects rail access, which is available at some villages only and may be beyond a reasonable walking distance from peripheral development. Use of rail for travel to work journeys remains relatively low. Unless action is taken to increase rail use, it would be false to suggest that villages with rail access are necessarily sustainable locations for development.	Peripheral development that assumes commuting into larger settlements by rail will not achieve that aim without: (1) good links to local station(s); and (2) simultaneous development of rail destinations as employment hubs.
	0	-/?	-/?	Avonmouth/Sevenside No rail station. Nearest are Severn Beach (NW) and Pilning (NE). Pilning has very limited services. Avonmouth station is within the existing developed area of Bristol, remote from the potential location of new development.	

	0	-/?	-/?	Charfield No rail station, although a site is safeguarded through the Core Strategy.	
	0	-/?	-/?	Pucklechurch No rail station. Nearest is Yate (6km to the north).	
	0	-/?	-/?	Winterbourne, Frampton, Coalpit Heath No rail station. Nearest are Bristol Parkway (SW) and Yate (NE).	
	0	-/?	-/?	Banwell No rail station. Nearest is Worle (4km to the NW).	
	0	+/?	+/?	Bristol Airport (employment) No rail station. The airport has a dedicated bus link to Bristol bus and mainline rail stations.	
	0	-/?	-/?	Churchill No rail station. Nearest is Yatton (7km to the NW).	
	0	-/?	-/?	Long Ashton Access to Bristol is available via the South Bristol Link and forthcoming AVTM rapid transit route. No rail station. Nearest is Parson Street (3km east of Long Ashton). MetroWest Phase 1 (to 2019) does not include a rail station at Ashton Gate.	A station at Ashton Gate could be included in a later phase of MetroWest when funding and the business case allow.
	0	+/?	+/?	Pill Proposed rail station.	Station planned to re-open as a part of MetroWest Phase 1 by spring 2019.
	0	+	+	Yatton Existing rail station.	
	0	-/?	-?/	Peasedown St John No rail station in Peasedown St John. Public transport links within and to other towns are not as good as in the north of the District.	
	0	+/?	+/?	Saltford Saltford Station was closed in 1970 and re-opening this station is identified as a longer term scheme in JLTP3 and will form part of the Greater Bristol Metro.	
	0	-/?	-/?	Temple Cloud/Clutton No rail station in Temple Cloud/Clutton. Public transport links from the villages to larger urban areas is not as	Significant investment to improve public transport is required to facilitate

				good as between larger urban areas.	strategic levels of development.
5b. Reduce non-renewable energy consumption and 'greenhouse' emissions, and provide opportunities to link into existing heat networks	0	0	0	General Remarks and Summary All development will need to adhere to national and each council's planning policies related to energy provisions. However, there is no evidence at present that development can link into existing heat networks.	Large scale development will provide an opportunity to incorporate larger scale low carbon scheme which potentially allows higher standards to be achieved.
	0	0	0	Avonmouth/Sevenside There may be potential for a district heating network in the area.	
	0	0	0	Charfield No locally specific issues.	
	0	0	0	Pucklechurch No locally specific issues.	
	0	0	0	Winterbourne, Frampton, Coalpit Heath No locally specific issues.	
	0	0	0	Backwell No locally specific issues.	
	0	0	0	Banwell No locally specific issues.	
	0	0	0	Bristol Airport (employment) No locally specific issues.	
	0	0	0	Churchill No locally specific issues.	
	0	0	0	Long Ashton No locally specific issues.	
	0	0	0	Pill No locally specific issues.	
	0	0	0	Yatton No locally specific issues.	
	0	0	0	Peasedown St John No locally specific issues.	
	0	0	0	Saltford No locally specific issues.	

	0	0	0	Temple Cloud/Clutton No locally specific issues.	
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JSP Initial SA Report
Appendix E: Dispersed

Dispersed					
Sustainability Objective	Short Term	Med Term	Long Term	Commentary	Mitigation or enhancement
Improve the health, safety and wellbeing of all					
1a. Achieve reasonable access to public open space (Designated Open Spaces, Town and Village Greens, and Public Rights of Way)	0	?	?	Impact depends on the locations and levels of development. Rural locations may have access to PRowS but the distribution of these is not uniform. Strategic level of development can contribute to creating open space as part of development. Small-scale developments may put additional pressure on existing facilities. Overall the impact of development is uncertain at this stage.	Developments could contribute to improvements through S106 or the Community Infrastructure Levy.
1b. Minimise impacts on air quality and locate sensitive development away from areas of poor air quality	0	?	?	Impact depends on the locations and levels of development, though rural locations tend to have good air quality, away from main roads.	Careful site selection is necessary taking into account air quality.
1c. Achieve reasonable access to healthcare facilities (Doctors, Opticians, Pharmacies, Dentists, Hospitals)	0	?	?	Impact depends on the locations and levels of development. Strategic level of development can contribute to creating on-site provision as part of development. Small scale developments may put additional pressure on existing facilities. Overall the impact of development is uncertain at this stage. In some rural areas, a cluster of facilities is dispersed among a number of villages, making it difficult to select one as the preferred location for new housing on the basis of this objective.	
Support communities that meet people's needs					
2a. Deliver a suitable quantum of high quality housing for the West of England sub-region	0	+/**	+/**	Generally new development will contribute to this objective. However, it should be noted that a large part of Bath & NE Somerset is outside the Wider Bristol Housing Market Area.	

				However, it will be important to ensure a balance between the opportunities offered in lower order settlements for sustainably meeting housing requirements with displacing growth that should potentially be located closer to the main urban areas.	
2b. Deliver a suitable mix of high quality housing types and tenures (including affordable housing) for all parts of society within the West of England sub-region	0	?	?	Impact depends on locations. Greenfield development is likely to be more viable than brownfield therefore it could provide more certainty for the delivery of suitable tenures including affordable housing. However, it will be important to ensure a balance between the opportunities offered in lower order settlements for sustainably meeting housing requirements with displacing growth that should potentially be located closer to the main urban areas.	Viability testing is required.
2c. Achieve reasonable access to community facilities (post office, meeting venues, youth centres)	0	?	?	Impact depends on the locations and levels of development. Strategic level of development can contribute to creating on-site provision as part of development. Small scale developments may put additional pressure on existing facilities. Overall the impact of development is uncertain at this stage. In some rural areas, a cluster of facilities is dispersed among a number of villages, making it difficult to select one as the preferred location for new housing on the basis of this objective.	Developments could contribute to improvements through S106 or the Community Infrastructure Levy.
2d. Achieve reasonable access to educational facilities (primary schools, secondary schools)	0	?	?	Impact depends on the locations and levels of development. Strategic level of development can contribute to creating on-site provision as part of development. Small scale developments may put additional pressure on existing facilities. Overall the impact of development is uncertain at this stage. In some rural areas, a cluster of facilities is dispersed among a number of villages, making it difficult to select one as the preferred location for new housing on the basis of this objective.	Developments could contribute to improvements through S106 or the Community Infrastructure Levy.
2e. Achieve reasonable access to town centre services and facilities (Designated City, Town and District Centres)	0	?	?	Impact depends on the locations and levels of development. Strategic level of development can contribute to creating on-site provision as part of development. Small scale developments may put additional pressure on existing facilities. Overall the	

				impact of development is uncertain at this stage.	
2f. Reduce poverty and income inequality, and improve the life chances of those living in areas of concentrated disadvantage	0	0	0	It is unlikely that dispersed development will help to regenerate the areas identified as the most deprived 20% of areas in WoE.	
Develop a diverse and thriving economy that meets people's needs					
3a. Deliver a reasonable quantum of employment floorspace/land and increase access to work opportunities for all parts of society within the West of England sub-region	0	?	?	Impact depends on the locations and levels of development. Strategic level of development can contribute to creating on-site provision as part of development. Small scale developments may put additional pressure on existing facilities. Overall the impact of development is uncertain at this stage. In some rural areas, a cluster of facilities is dispersed among a number of villages, making it difficult to select one as the preferred location for new housing on the basis of this objective.	
3b. Achieve reasonable access to major employment areas <i>Major Employment sites</i> Enterprise Zones Locally designated key employment areas	0	?	?	Impact depends on the locations and levels of development. Strategic level of development can contribute to create on site provision part of development. Small scale developments may put additional pressure on existing facilities. Overall the impact of development is uncertain at this stage. However, the main employment sites are concentrated in urban areas and access from the rural areas is therefore relatively poor.	Working from home, enabled by the Internet, can be expected to grow. Dispersed residential growth would add to out-commuting unless home working becomes and remains a realistic option for most workers. This depends upon, among other things, a high standard of rural broadband connectivity.
Maintain and improve environmental quality and assets					
4a. Minimise impact on and where appropriate enhance the historic environment, heritage assets and their settings	0	?	?	Impact depends on the locations and levels of development.	

<p><i>Assets</i></p> <p>Listed Buildings Conservation Areas Scheduled Ancient Monuments Registered Historic Parks and Gardens Unregistered Historic Parks and Gardens Registered Battlefields Undesignated local assets (HER) World Heritage Site Protected Wreck Site Locally listed structure Town and Village greens Local Green Spaces</p>					
<p>4b. Minimise impact on and where possible enhance habitats and species (taking account of climate change)</p> <p><i>National Sites and assets</i></p> <p>SSSI National Nature Reserves Local Nature Reserves UK Priority Habitat</p> <p><i>Local Sites</i></p> <p>SNCI – All authorities Wildlife Corridors – Bristol Ecological Networks</p>	0	?	?	Impact depends on the locations and levels of development. Strategic level of development can contribute to creating on-site provision as part of development. Small scale developments may put additional pressure on existing facilities. Overall the impact of development is uncertain at this stage.	
<p>4c. Minimise impact on and where appropriate enhance valued landscapes</p> <p><i>National designations</i></p> <p>AONB</p>	0	?	?	Impact depends on the locations and levels of development. Strategic level of development can contribute to creating on-site provision as part of development. Small scale developments may put additional pressure on existing facilities. Overall the impact of development is uncertain at this stage. However, national policy is protective of AONB landscapes and so designation will continue to act as a constraint.	
<p>4d. Promote the conservation and wise use of land, maximising the re-use of previously developed land</p>	0	-	-	Scale of impact depends on the locations and levels of development. However, brownfield land opportunities in the rural areas are relatively limited and therefore any	

				significant rural development is likely to involve the use of greenfield land.	
4e. Minimise the loss of productive land, especially best and most versatile agricultural land	0	?	?	Impact depends on the locations and levels of development. However, brownfield land opportunities in the rural areas are relatively limited and therefore any significant rural development is likely to involve the use of agricultural land.	Careful site selection is necessary taking into account agricultural land quality.
4f. Minimise vulnerability to tidal/fluvial flooding (taking account of climate change), without increasing flood risk elsewhere	0	?	?	Impact depends on the locations and levels of development. Strategic level of development can contribute to creating on-site provision as part of development. Small scale developments may put additional pressure on existing facilities. Overall the impact of development is uncertain at this stage.	Careful site selection is necessary taking into account flood risk.
4g. Minimise vulnerability to surface water flooding and other sources of flooding, without increasing flood risk elsewhere	0	?	?	Impact depends on the locations and levels of development. Strategic level of development can contribute to creating on-site provision as part of development. Small scale developments may put additional pressure on existing facilities. Overall the impact of development is uncertain at this stage.	Careful site selection is necessary taking into account flood risk.
4h. Minimise harm to, and where possible improve, water quality and availability	0	?	?	Impact depends on the locations and levels of development. Strategic level of development can contribute to creating on-site provision as part of development. Small scale developments may put additional pressure on existing facilities. Overall the impact of development is uncertain at this stage.	Careful site selection is necessary taking into account water quality and availability.
Minimise consumption of natural resources					
5a. Achieve reasonable access to sustainable transportation (rail station, bus stops, cycle paths, footways)	0	-	-	Impact depends on the locations and levels of development. Strategic level of development can contribute to creating on-site provision as part of development. Small scale developments may put additional pressure on existing facilities. Overall the impact of development is uncertain at this stage. Dispersed development is more difficult to serve by public transport. Of the villages not otherwise assessed, only Freshford in B&NES has a rail station.	Careful site selection is necessary taking into account sustainable transport accessibility. Settlements selected should be those with a realistic chance of continuing to benefit in the long term from any improved accessibility

					that development funds.
5b. Reduce non-renewable energy consumption and 'greenhouse' emissions, and provide opportunities to link into existing heat networks	0	0	0	All development will need to adhere to national and each council's planning policies related to energy provision. Small-scale development does not provide an opportunity to incorporate a large-scale low carbon scheme that would potentially allow higher standards to be achieved.	
The dispersed scenario has been divided into South Gloucestershire, North Somerset and B&NES locations but at this level of abstraction no discernible differences have been found between the three areas. Each council will have its own detailed local planning policies, within the framework provided by the JSP, that are likely to influence what opportunities exist for dispersed development.					