



Environmental Impact Assessment [version 1.0]

Proposal title: Bristol Regional Cycling Hub (Draft Copy)	
Project stage and type: <input type="checkbox"/> Initial Idea Mandate	<input checked="" type="checkbox"/> Outline Business Case <input type="checkbox"/> Full Business Case
<input type="checkbox"/> Policy <input type="checkbox"/> Strategy <input type="checkbox"/> Function <input type="checkbox"/> Service <input type="checkbox"/> Other [please state]	<input checked="" type="checkbox"/> New <input type="checkbox"/> Changing <input type="checkbox"/> Already exists / review
Directorate: EOP	Lead Officer name: Adam Crowther
Service Area: Economy of Place / City Transport	Lead Officer role: Head of Service

Step 1: What do we want to do?

The purpose of this Environmental Impact Assessment is to help you develop your proposal in a way that is compliant with the council’s policies and supports the council’s strategic objectives under the [One City Climate Strategy](#), the [One City Ecological Emergency Strategy](#) and the latest [Corporate Strategy](#).

This assessment should be started at the beginning of the project proposal process by someone with a good knowledge of the project, the service area that will deliver it, and sufficient influence over the proposal to make changes as needed.

It is good practice to take a team approach to completing the Environmental Impact Assessment. See further [guidance](#) on completing this document. Please email environmental.performance@bristol.gov.uk early for advice and feedback.

1.1 What are the aims and objectives/purpose of this proposal?

Briefly explain the purpose of the proposal and why it is needed. Please use plain English, avoiding jargon and acronyms.

This is a draft version. As figures, plans and detail emerge they will be added to this document.

Bristol City Council’s (BCC) Strategic City Transport have procured a Strategic Partner (SP) to develop the Outline Business Case/Full Business Case (OBC/FBC) and Planning Application under the Strategic Partner Initiative (SPI). This involves several outputs including reports, designs, appraisals, costings, and recommendations. The relevant teams from BCC, where appropriate, are also providing advice and information to develop this proposal. Including, but not limited to BCC Parks, Ecology, Nature Conservation, Transport, Engagement, Sports and Physical Activity, Public Health, Planning, Arboriculture, and Sustainability.

Bristol Cycling Centre is currently operating from a temporary location at the Old Whitchurch Athletics Track in Bamfield Track in Bamfield — this site is earmarked for housing development within the next three years. The proposed Bristol Regional Cycling Hub (BRCH), which will replace the existing cycling centre in Bamfield, is a strategic and transformative initiative by BCC to create a regional inclusive cycling infrastructure at a permanent site within the Henacre /Merriman’s Open Space areas n Lawrence Weston & Shirehampton, northwest Bristol.

The plan entails a 1km wide 6m tarmac closed loop cycling circuit, a modular 2 story building with several shipping containers for storage, a food concession space and car parking. The site will be fenced around the perimeter with 3m weldmesh fencing to prevent antisocial behaviour and there will be access control to both the car park and centre itself, the fence also ensures the safeguarding of our vulnerable adults and children when they are on site.

The BRCH underlines the importance of cycling as a key component of BCC’s sustainable transport, urban development, public health, and socioeconomic policy goals. It is dedicated to increasing cycling participation, nurturing an inclusive environment, and reinforcing the crucial role of Bristol Bikeability in realising these in

realising these goals. It will be a key enabler for cycling trips through training, competitions, as well as school engagements to increase take up of cycling.

The new facility will expand current operational capabilities at the temporary cycling centre by providing cycle training to people of all ages and socioeconomic backgrounds, and across a much wider geographic area. The BRCH aims to deliver an inclusive cycling community, offering programmes for skills improvement, social prescribing, and physical rehabilitation. It will also act as a hub for delivering targeted active travel and health programmes as well as local community programmes, creating additional employment, training, and local inclusion benefits.

The BRCH will promote training and learning opportunities, host competition events, deliver classes for disabled users, and serve as the focal point of Bristol's travel behaviour change programme. It will feature a safe traffic-free zone for cycling education and aligns with the Bristol's Bikeability mission to promote cycling as a viable and sustainable transportation option, supporting the city's goals for a greener and more accessible urban landscape.

The BRCH will also assist in improving people's understanding of travel options so that cycling becomes attractive and safer.

The flagship centre will help boost levels of cycling and physical activity in the city and surrounding areas by delivering cycle training and leisure activities alongside an extensive programme of sporting activities and new pathways into sports cycling. It will incorporate a competition –grade track allowing high speeds and safe racing conditions. Competition grade tracks such as that proposed for the BRCH are used for events and are built to accommodate local and national championship competitions.

1.2 Will the proposal have an environmental impact?

Could the proposal have either a positive or negative effects for the environment now or in the future? If 'No' explain why you are sure there will be no environmental impact, then skip steps 2-3 and request review by sending this form to environmental.performance@bristol.gov.uk

If 'Yes' complete the rest of this assessment.

Yes **No** [please select]

The space is currently classified in the local neighbourhood plan as an area of important local space and within the adopted Core Strategy as Important Open Space and part of the Avonmouth and Kingsweston Levels. It is shown on Pinpoint as owned by Bristol City Council Parks.

It is a former pre-1970's landfill site and contaminated with a variety of contaminants including asbestos, tars and oils, heavy metals and ground gases associated with such contamination. There is a recent land contamination and remediation report that has been commissioned for this development which covers these in detail and suggests ways to remediate to ensure the proposed development can proceed.

The land, at some point was capped with topsoil and left undisturbed, it is now overgrown with pitting and pooling in parts of the site. There is poor drainage and at the western end of the site there are reports of flooding after periods of heavy rains attracting rats and other vermin. Parts of the site are overgrown with brambles and there are areas that contain Japanese Knotweed and Giant Hogweed alongside the Barracks Rhyne.

There are several hedges that have been planted across the site from north to south, a line of trees and dense scrub that runs west to east and a line of mature trees bordering the southern edge, some of which will need to be removed and re-provided on other parts of the site as part of landscaping and Biodiversity Net Gain (BNG). This proposal, whilst using this important open space for cycling and sports use, is an acceptable use in terms of the planning policy and offers benefits to local residents, in terms of site usage, employment, volunteering and training for both the local community and improvements and maintenance to existing public open space.

The BNG requirement that came into force in January 2024 will require an increase of 10% on the site. Ecology surveys are underway and an ecological assessment including BNG will be provided which will demonstrate the baseline value, the expected value of the proposed development, and a BNG management plan will be secured through appropriate planning conditions.

The latest ecological surveys and the Ecological Assessment will be available once reports are complete, however there are reports that were commissioned before the Covid pandemic which are now out of date that can be made available. These include surveys for reptiles, great crested newts, water voles, bats and nesting birds. An Environmental Impact Assessment is part of this commission. BCC Ecology Teams are aware of this proposed development and are working with our SPs to confirm the scope of surveys required.

There have also previously been arboriculture surveys conducted to assess the condition of existing trees on the site. These are being reviewed as part of this plan, prior to submission of the Planning Application.

Consideration of materials used across site for buildings and pathways is a priority, there is an energy management and decarbonisation brief in development as part of the OBC, FBC and for the Planning Application; this has been commented on by our Sustainability Team within BCC to inform the development. The use of solar and air or ground source heating will be considered as well as potential green roof elements where applicable and the buildings will assume high BREAM standards as a requirement.

There are rills and attenuation ponds planned as part of the management of water run off which can be planted and used to increase the biodiversity. Our BCC flood risk team were consulted prior to the Covid pandemic, and this work will be revisited, and a revised report produced as part of OBC/FBC and Planning Application.

1.3 If the proposal is part of an options appraisal, has the environmental impact of each option been assessed and included in the recommendation-making process?

If 'Yes' please ensure that the details of the environmental impacts of each option are made clear in the pros and cons section of the [project management options appraisal document](#).

Yes No Not applicable [please select]

If 'No' explain why environmental impacts have not been considered as part of the options appraisal process.

Not applicable at this stage of the draft version. Though there are several reports in progress mentioned in the above narrative that are addressing the environmental aspects of the design, construction, build and management of the site.

Step 2: What kinds of environmental impacts might the project have?

Analysis of impacts must be rigorous. Please demonstrate your analysis of any impacts of the proposal in this section, referring to evidence you have gathered. See detailed [guidance documents](#) for advice on identifying potential impacts.

Does the proposal create any benefits for the environment, or have any adverse impacts?

Outline any potential benefits of the proposal and how they can be maximised. Identify how the proposal will support our corporate environmental objectives and the wider [One City Climate and Ecological Emergency strategies](#).

Consider how the proposal creates environmental impacts in the following categories, both now and in the future.

Reasonable efforts should be made to quantify stated benefit or adverse impacts wherever possible.

Where the proposal is likely to have a beneficial impact, consider what actions would enhance those impacts. Where the proposal is likely to have a harmful impact, consider whether actions would mitigate these impacts.

Enhancements or mitigation actions are only required when there is a likely impact identified. Remember that where enhancements or mitigation actions are listed, they should be assigned to staff and appropriately resourced.

GENERAL COMMENTS (highlight any potential issues that might impact all or many categories)		
<p>ENV1 Carbon neutral: Emissions of climate changing gases</p> <p>BCC has committed to achieving net zero emissions for its direct activities by 2025, and to support the city in achieving net zero by 2030.</p> <p>Will the proposal involve transport, or the use of energy in buildings? Will the proposal involve the purchase of goods or services? If the answer is yes to either of these questions, there will be a carbon impact.</p> <p>Consider the scale and timeframe of the impact, particularly if the proposal will lead to ongoing emissions beyond the 2025 and 2030 target dates.</p> <p>Further guidance</p> <p><input type="checkbox"/> No impact</p>	<p>Benefits</p>	<p>Cycling is a sustainable transport mode enhancing decarbonisation through modal shift. The BRCH underlines the importance of cycling as a key component of BCC’s sustainable transport, urban development, public health, and socioeconomic policy goals. It is dedicated to increasing cycling participation, nurturing an inclusive environment, and reinforcing the crucial role of Bristol Bikeability in realising these in realising these goals.</p> <p>It will be a key enabler for cycling trips through training, competitions, as well as school engagement to increase take up increase take up of cycling.</p> <p>The BRCH is a site dedicated to cycling and will be enabling current and future generations to learn to cycle.</p> <p>All the cycling Instructors at the centre are National Standards qualified Bikeability Instructors.</p> <p>Teaching all participants to cycle safely will contribute not only to road safety outcomes but will contribute to supporting the city to achieve net zero.</p> <p>The new facility will provide cycle training to people of all ages and socioeconomic backgrounds, and across a much wider geographic area. The BCH aims to deliver an inclusive cycling community, offering programmes for skills improvement, social prescribing, and physical rehabilitation. It will also act as a hub for delivering targeted active travel and health programmes as well as local community programmes, creating additional employment, training, and local inclusion benefits.</p> <p>The development will also provide an upgrade to the NCN 41 cycling network alongside the site with the provision of an enhanced walking and cycling route. This will support the promotion of Active Travel within the wider community and not just users of the BRCH facility.</p>
	<p>Enhancing actions</p>	<p>Infrastructure is only beneficial if people use it as intended. The BRCH will complement and serve as a key enabler to other investments (current and future) in sustainable transport and active travel proposals, particularly cycling infrastructure schemes and liveable neighbourhoods. The project aims and objectives highlighted in this document align with City Region Sustainable Transport Settlement (CRSTS) investment objectives and will contribute to a sustained increase in active travel modes and enable other legacy beneficial outcomes in the medium to long term.</p>
<p>Persistence of effects: <input type="checkbox"/> 1 year or less <input type="checkbox"/> 1 – 5 years <input checked="" type="checkbox"/> 5+ years</p>		

	Adverse impacts	<p>The current site is a pre-1970's tip and there are ground gases escaping. New buildings will be designed to distribute ground gases to eliminate danger to health for occupants.</p> <p>The site currently is open space, the proposed development plan entails a 1km wide 6m tarmac closed loop cycling circuit, a modular 2 story building with several shipping containers for storage, a food concession space, car parking, fencing, flood risk attenuation ponds and landscaping. These will have an adverse impact on the site, however with an energy management plan, ponds, and rills for holding water, green roofs, and careful consideration of materials, the scheme will reduce this impact where possible.</p> <p>Although the track itself will be tarmac, the intended use is for cycling, so there should be little contamination to the water run off as there very few vehicles are intended to use it, the only vehicles proposed are for periodic grounds maintenance, grass cutting and sweeping.</p> <p>Construction works and the use of materials.</p>
	Mitigating actions	<p>Consideration of materials used across the site for buildings and pathways is a priority, there is an energy management and decarbonisation plan in development as part of the OBC, FBC and for the Planning Application; this has been commented on by our Sustainability Team within BCC to inform the development.</p> <p>Opportunities to reduce embodied carbon in the materials used for construction will be considered.</p> <p>New buildings will be designed to distribute ground gases to eliminate danger to health for occupants.</p> <p>The use of solar and air or ground source heating will be considered as well as potential green roof elements where applicable and the buildings will assume high BREAM standards as a requirement.</p> <p>The SP is commissioned to undertake a Transport Statement which will demonstrate that the impact of the proposed development on the transport network will be acceptable in planning terms, and specifically consider the appropriateness of parking and site access, as well as the ability to access the site by sustainable modes of travel. A Walking-Cycling-Horseriding report will be authored to consider accessibility by these modes in particular.</p> <p>In addition, BCC will develop a Travel Plan for the site which will include a suite of measures designed to enhance the transport-sustainability of the site and will set out both physical measures (e.g. cycle parking and EV parking) and non-physical measures (e.g. car sharing, travel information) which will be in place once the site is operational.</p>
		Persistence of effects: <input type="checkbox"/> 1 year or less <input type="checkbox"/> 1 – 5 years <input type="checkbox"/> 5+ years

<p>ENV2 Ecological recovery: Wildlife and habitats BCC has committed to 30% of its land being managed for nature and to halve its use of pesticides by 2030.</p> <p>Consider how your proposal can support increased space for nature, reduced use of pesticides, reduce pollution to waterways, and reduce consumption of products that undermine ecosystems around the world.</p> <p>If your proposal will directly lead to a reduction in habitat within Bristol, then consider how your proposed mitigation can lead to a biodiversity net gain. Be sure to refer to quantifiable changes wherever possible.</p> <p>Further guidance <input type="checkbox"/> No impact</p>	Benefits	<p>Nature, Wildlife and habitat retention or creation is vital to this development as it will be built on an area of important open space.</p> <p>As a former tip, the land at some point was capped with topsoil and left undisturbed, it is now overgrown with pitting and pooling in parts of the site. There is poor drainage and at the western end reports of flooding in heavy rains attracting rats and other vermin. Parts of the site are overgrown with brambles and there are areas that contain Japanese Knotweed and Giant Hogweed has also been mentioned anecdotally alongside the Barracks Rhyne which is currently inaccessible. Whilst these parts of the site provide habitats for wildlife there is little ability to enjoy the space.</p> <p>There is an opportunity to enhance the landscape by enhanced planting and management. The addition of reeds and other aquatic plants in the ponds and rills will benefit and increase diversity and provide environments for insects, pond life and animals.</p> <p>The Water Vole Mitigation Handbook indicates that impacts on water vole burrows may avoided by establishing a buffer zone around a watercourse. The size of the buffer zone will be dependent on the nature of the works and the likely extent of burrows but is likely to be in the region of 3–5m from the toe of bank. Provided intrusive works, such as the proposed walking route you mention below, which can be kept more than this distance and it is not anticipated that there will be any impact on water voles.</p> <p>Careful consideration has been given to retaining as many trees on site as possible. Where trees are removed for the development, there will be new trees planted on the site where safely possible providing shade and green corridors for wildlife and keeping much tree canopy as possible.</p> <p>BNG and other figures will be added to this document as they become available. However, there will be an overall BNG of at least 10% in accordance with the national requirement.</p>
		Enhancing actions

		<p>There will be a biodiversity and landscape management plan created and implemented to address retaining and enhancing biodiversity as the new plants, shrubs and trees grow to maturity.</p>
<p>Persistence of effects: <input type="checkbox"/> 1 year or less <input type="checkbox"/> 1 – 5 years <input checked="" type="checkbox"/> 5+ years</p>		
	<p>Adverse impacts</p>	<p>There are several hedges that have been planted across the site from north to south, a line of trees and dense scrub that runs west to east and a line of mature trees bordering the southern edge, most of which will be retained but some will need to be removed and re-provided on other parts of the site as part of landscaping.</p> <p>This will be addressed through an Arboricultural Impact Assessment which will accompany the planning application. The BNG report will demonstrate how there will be a 10% gain achieved for trees/hedgerows.</p>
	<p>Mitigating actions</p>	<p>The Water Vole Mitigation Handbook indicates that impacts on water vole burrows may avoided by establishing a buffer zone around a watercourse. The size of the buffer zone will be dependent on the nature of the works and the likely extent of burrows but is likely to be in the region of 3–5m from the top of bank. Provided intrusive works, such as the proposed walking route can be kept more than this distance the SP ecologist does not anticipate any impact on water voles.</p>
<p>Persistence of effects: <input type="checkbox"/> 1 year or less <input type="checkbox"/> 1 – 5 years <input checked="" type="checkbox"/> 5+ years</p>		
<p>ENV3 A cleaner, low-waste city: Consumption of resources and generation of waste</p> <p>Consider what resources will be used as a result of the proposal, how they can be minimised or swapped for less impactful ones, where they will be sourced from, and what will happen to any waste generated</p>	<p>Benefits</p>	<p>Reduce, repair, recycle are key things for the Regional Cycling Centre to consider and manage. Overall, the team are very waste and resource conscious.</p> <p>There is thought that goes into all the products that are used both in the office and the workshop.</p>
	<p>Enhancing actions</p>	<p>The current centre has 2x 240L recycling bins and 1x general waste bins that get emptied fortnightly.</p> <p>The centre doesn't currently use disposable cups for hot drinks sales, instead ceramic mugs are used as they can be washed and reused.</p> <p>The centre doesn't sell bottled water on principle, staff and customers are encouraged to bring reuseable water containers that we fill from the tap for free. The BRCH will have water points on the site to encourage people to fill their own drinking containers.</p> <p>The centre sells small tetra pack orange and apple juice for children- these tetra packs can be recycled.</p> <p>The centre doesn't sell sugary drinks or snacks on principle either. Office waste is generally cardboard packaging and plastics which are all recycled.</p>

[Further guidance](#)

No impact

Food waste is minimal as nothing other than tea, coffee and juice is sold. Tea bags and apple cores, orange peel from lunches goes into our compost bin for use for planting.
Soft plastics such as bags and wrapping are collected and recycled by one of the team.
Glass is also recycled by one of the team.
Regular servicing of all cycles and machinery helps to keep them in use for as long as possible.
Our old cotton t shirts used for uniform get washed and cut into clean rags for use in the workshop once they have reached the end of their wearable life.

Persistence of effects: 1 year or less 1 – 5 years 5+ years

Adverse impacts

Rubber tyres and inner tubes are an issue. We have signed up to a recycling scheme from one of the tyre suppliers and send our tyres and inner tubes back to them for recycling/repurposing.

Oils and oily rags – currently go into general waste.

Lubricants – grease and propellant light oils are used in cycle maintenance.

Brake blocks in some cycles are ceramic, other brakes are hydraulic. Many however are rubber- these get worn down and the metal parts get recycled, the rubber and ceramics go into general waste.

Construction waste.

Mitigating actions

Brake cables, broken metal parts – any metal that can be recycled is collected by a local scrap metal person. A small box 45cm x 75 cm x75cm is the usual volume produced in 3 months unless cycle frames or wheels are scrapped.

Parts that can be reused when cycles are no longer useable are saved and go into our parts bank.

Sourcing products that give thought to sustainability is something to be continued.

Light oils and lubricants – care should be given around propellants used and those less damaging to the environment or propellant free products used instead.

Rubber tyres and inner tubes are an issue. We have signed up to a recycling scheme from one of the tyre suppliers and send our tyres and inner tubes back to them for recycling/repurposing.

Ensure construction teams have a waste management plan in place to follow the waste hierarchy.

Persistence of effects: 1 year or less 1 – 5 years 5+ years

**ENV4 Climate resilience:
Bristol's resilience to the
effects of climate change**

Bristol's climate is already changing, and increasingly frequent instances of extreme weather will become more likely over time.

Consider how the proposal will perform during periods of extreme weather (particularly heat and flooding).

Consider if the proposal will reduce or increase risk to people and assets during extreme weather events.

[Further guidance](#)

No impact

Benefits	<p>Designing buildings and spaces, including surface water drainage features, will help to address some of these issues of climate resilience.</p> <p>The use of solar and air or ground source heating will be considered as well as potential green roof elements where applicable and the buildings will assume high BREAM standards as a requirement.</p>
Enhancing actions	<p>Designing the buildings to take advantage of natural light, using movement activated LED's for lighting, thinking about heat management both in summer and winter will all be part of the architectural design.</p> <p>Retention of as much of the tree canopy and replanting where necessary.</p> <p>Provide shelter from wind, rain and sun by siting shelters and canopies across the site.</p> <p>-Provide sustainable drainage features to capture and attenuate rainfall runoff, incorporate additional capacity into the design as resilience to the predicted effects of climate change. Plan exceedance flow routes in very extreme events to avoid buildings and other vulnerable assets.</p>
<p>Persistence of effects: <input type="checkbox"/> 1 year or less <input type="checkbox"/> 1 – 5 years <input checked="" type="checkbox"/> 5+ years</p>	
Adverse impacts	<p>The use of tarmac and other materials that will become hot in the summer can't really be avoided, however will be accompanied by extensive landscaping which will provide shading and cooling.</p>
Mitigating actions	<p>Choosing coloured surfaces that will reduce glare will also be important.</p> <p>Designing the buildings to take advantage of natural light , using movement activated LED's for lighting, thinking about heat management both in summer and winter will all be part of the architectural design.</p> <p>Retention of as much of the tree canopy and replanting where necessary.</p> <p>Provide shelter from wind, rain and sun by siting shelters and canopies across the site.</p> <p>Consideration of materials used across the site for buildings and pathways is a priority, there is an energy management and decarbonisation brief in development as part of the OBC, FBC and for the Planning Application; this has been commented on by our Sustainability Team within BCC to inform the development.</p> <p>The use of solar and air or ground source heating will be considered as well as potential green roof elements where applicable and the buildings assume high BREAM standards as a requirement.</p> <p>A flood plan will be written for this site.</p> <p>Utilise the 'Keep Bristol Cool' mapping tool and EA flood map to assist in mitigation planning measures.</p>
<p>Persistence of effects: <input type="checkbox"/> 1 year or less <input type="checkbox"/> 1 – 5 years <input type="checkbox"/> 5+ years</p>	

<p>Statutory duty: Prevention of Pollution to air, water, or land</p> <p>Consider how the proposal will change the likelihood of pollution occurring to air, water, or land and what steps will be taken to prevent pollution occurring.</p> <p>Further guidance</p> <p><input type="checkbox"/> No impact</p>	<p>Benefits</p>	<p>The BRCH will be rejuvenating an old, contaminated landfill site. Cycling scores quite well in terms of minimal pollution to air water and land.</p>
	<p>Enhancing actions</p>	<p>The mitigations to the land contamination will be beneficial in many respects by either compacting the land or covering the land with a physical barrier or membrane across the entire site. Clean materials will be brought in, again enhancing the land.</p>
	<p>Persistence of effects: <input type="checkbox"/> 1 year or less <input type="checkbox"/> 1 – 5 years <input checked="" type="checkbox"/> 5+ years</p>	
	<p>Adverse impacts</p>	<p>Water runoff from the tarmac track and the car park is inevitable. Runoff will be managed and attenuated using sustainable drainage features such as ponds and rills, which will be embedded within the design.</p>
	<p>Mitigating actions</p>	<p>Although the track itself will be tarmac, the intended use is for cycling, so there should be little contamination to the water run off as there will be very few motorised vehicles using it, including periodic grounds maintenance, grass cutting and sweeping.</p> <p>There are rills and attenuation ponds planned as part of the management of water run off which can be planted and used to increase the biodiversity. Our BCC flood risk team were consulted prior to the Covid pandemic, and this work will be revisited and a refreshed report produced as part of OBC/FBC and Planning</p>
<p>Persistence of effects: <input type="checkbox"/> 1 year or less <input type="checkbox"/> 1 – 5 years <input type="checkbox"/> 5+ years</p>		

Step 3: Action Plan

Use this section summarise and assign responsibility for any actions you have identified to improve data, enhance beneficial, or mitigate negative impacts. Actions identified in section two can be grouped together if named responsibility is under the same person.

This action plan should be updated at each stage of the project. Please be aware that the Sustainable City and Climate Change Service may use this action plan as an audit checklist during the project’s implementation or operation.

Enhancing / mitigating action required	Responsible Officer	Timescale
ENV1- Carbon Neutral - values and estimates for emissions source table	SPI	April 2025
ENV2 -Ecological Recovery- Activities and measures	SPI	April 2025
ENV3- A cleaner low waste city-Activities and measures	BCC BRCH Team	April 2025
ENV4- Climate resilience- Activities and measures	SPI	April 2025
Update this document	BCC BRCH Team	April 2025

Step 4: Review

The Sustainable City and Climate Change Service need at least five working days to comment and feedback on your impact assessment. Assessments should only be marked as reviewed when they provide sufficient information for decision-makers on the environmental impact of the proposal.

Please seek feedback and review by emailing environmental.performance@bristol.gov.uk before final submission of your decision pathway documentation¹.

Where impacts identified in this assessment are deemed significant, they will be summarised here by the Sustainable City and Climate Change Service and must be included in the 'evidence base' section of the decision pathway cover sheet.

Summary of significant beneficial impacts and opportunities to support the Climate, Ecological and Corporate Strategies (ENV1,2,3,4):
BCC's Environmental Impact Assessment has determined significant beneficial impacts from the proposal – The existence of a cycling centre is important to encourage modal travel shift, the project will also improve local cycle routes. Opportunity for bio-diversity net gain (BNG) through planting, greens roofs, SUDS, ponds. Opportunity for new buildings to be more energy efficient than current with consideration to green energy technology solutions in build and full energy management plan in place.
Summary of significant adverse impacts and how they can be mitigated:
BCC's Environmental Impact Assessment has determined significant negative impacts from the proposal – Construction works will have impacts including carbon, material use and waste generation. Risk to existing bio-diversity on site which will be mitigated through BNG and close work with BCC ecology officers.

Environmental Performance Team Reviewer: Nicola Hares – Environmental Performance Officer	Submitting author: Adam Crowther
Date: 19/08/2024	Date: 22/08/24

¹ Review by the Sustainable City and Climate Change Service confirms there is sufficient analysis for decision makers to consider the likely environmental impacts at this stage. This is not an endorsement or approval of the proposal.