

Appendix F – Eco-impact assessment

Title of report: Bedminster Green Framework			
Report author: Oliver roberts			
Anticipated date of key decision: 5 th March 2019			
<p>Summary of proposals: To note the development of the Bedminster Green (BG) Framework (Framework) and confirm the Council’s support of the Framework document for the purposes of regeneration of the BG area, including delivery of affordable housing; bolstering existing traders and new enterprises within East Street; and creation of employment and skills opportunities. To approve the allocation of Strategic Community Infrastructure Levy funds for strategic transport and river restoration and flood alleviation works and approve an extension of the area of effect of the Affordable Housing Practice Note (AHPN) 2018 as a measure to incentivise developers to increase the supply of affordable housing in the Greater Bedminster area. To note the status of a development agreement entered with Dandara for plot 5 (as shown in plan 1 of appendix I) covering the Council’s land ownership and obligations for the acquisition of leaseholder interests on this land.</p>			
Will the proposal impact on...	Yes/ No	+ive or -ive	If Yes...
			Briefly describe impact
Emission of Climate Changing Gases?		-ive	<p>AHPN may lead to an increase in housebuilding – Any BCC developments will be subject to separate approvals process and a separate Eco Ia, so environmental considerations can be made at this stage.</p> <p>All development will increase CO2 emissions through construction and operation</p> <p>Short-term emissions will increase through the use of energy, transport fuel and materials during construction works.</p>
			<p>A separate Eco IA process for large BCC led developments. Private led developments will include sustainability statements within their application documentation.</p> <p>All developments will be required to meet Bristol Local Plan sustainability policies BCS13-BCS15, which includes requirements for energy efficiency, sustainable heating systems and a 20% reduction in CO2 emissions below residual emissions</p>

Bristol's resilience to the effects of climate change?	N/A	+ve	The development will increase the amount of green and blue infrastructure in the area compared to existing.	<p>Malago River restoration, public and private landscaped areas across framework area, street tree planting.</p> <p>Development will need to meet BCC local plan policy which includes a requirement for it to be resilient to climate change.</p> <p>Ensure sustainable urban drainage is considered</p>
Consumption of non-renewable resources?	Yes	-ive	New development will require heat and power, both of which could increase non-renewable resource consumption. Non-renewable resources will also be used during the construction process and to manufacture the building materials used.	<p>The density of development proposed makes the framework area well suited to be served by a low carbon heat network, with potential to be fuelled by renewable energy in the future (eg by connecting into the wider BCC network). The development could be a catalyst for establishing a heat network to serve parts of the surrounding area too which could be beneficial to the local community in terms of both CO2 emissions and air pollution.</p> <p>The energy strategy for the site needs to be defined. Potential for a heat network is noted within the framework including identification of an indicative network pipe route across the site, connecting to each development plant room. If a heat network does not come forward the developments should be heat network connection ready.</p> <p>In all cases development will be required to follow the BCC adopted local plan policy for heating systems which seeks to reduce consumption of non-renewable resources, and includes a requirement for renewable energy generation.</p>

Pollution to land, water, or air?	Yes	+ive	Sustainable location and proposed improvement of public and active travel infrastructure offers the potential for low levels of private vehicle trip generation and to encourage modal shift to less polluting modes for existing residents in this area of the city	The developments need to provide minimal car parking on site and/or generate very low trip generation rates for private car journeys. Maximising opportunity for public and active travel modes is essential in mitigating air quality impacts and to ensure the development meets air quality planning policy and legal requirement to achieve air pollution limits in the shortest time possible.
		-ive	Development site is in an area of existing poor air quality, which exceeds EU and UK legal limits, due to high volumes of vehicles on the A38. A high density development which results in high levels of car usage will worsen air pollution in an area where we have a legal obligation to improve it. This would be in conflict with BCC policy and a legal direction from Government to improve air pollution and meet legal limits in the shortest time possible.	<p>Full assessment of the air quality impacts must be carried out to ensure that impacts are acceptable. Effective assessment of cumulative impacts from all proposed developments (to include vehicle trip generation and on-site energy generation) is required to ensure that impacts have been considered effectively. Cumulative trip generation rates agreed with the BCC Strategic City Transport Team to be used in the air quality assessments.</p> <p>Designing buildings and walking and cycling infrastructure to maximise the distance of these uses from the road will reduce exposure to pollution and improve health outcomes from those living and moving around the area. Opportunities to use green infrastructure to create a physical barrier between pollution sources (vehicles) and people should be identified. The creation of new street canyons, such as the canyon along Bedminster Parade, should be avoided to ensure pollution dispersion is not inhibited and pollution concentrations worsened in the area.</p> <p>The desire to create 'Frontages' should not be at the expense of pushing new residential and leisure uses</p>
			Potential to introduce new residential uses in areas of poor air quality close to	

			<p>the road and to worsen air pollution through the creation of street canyons which inhibit pollution dispersion.</p> <p>Onsite energy generation could also add to pollution levels.</p> <p>Construction process will see increased noise, dust and travel</p>	<p>closer to more polluted roadside locations than is necessary.</p> <p>Control of energy plant emissions will be needed to ensure impacts are acceptable.</p> <p>Planning Consents will be expected to require the use of a Construction Management Plan, to be approved by the planning authority.</p>
Wildlife and habitats?	Yes	+ve	Tree planting and green infrastructure provision, and blue infrastructure river restoration improvements to the Malago	Requirements for replacement street trees and landscaping requirements as part of planning proposals and conditions.
		-ive	Loss of existing street trees to facilitate development.	

Checklist completed by:	
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Verified by Environmental Performance Team	Nicola Hares 11/02/2019