

Text of agreed response submitted by Saltford Parish Council in response to B&NES Council's Local Plan Partial Update and SPD consultation

Response resolved at SPC's 5 October 2021 meeting, item 11

Housing Land Supply – KE3c & KE3d

1.1 The proposal to develop the safeguarded land east of Keynsham is premature and does not take account of the need to respond proactively to the climate and ecological emergencies. A short-sighted "predict and provide" approach to new developments in response to central Government targets is highly questionable and ignores the local need to protect green field and Green Belt land that has the potential to improve our local ecology which in turn is increasingly necessary to underpin local and national future food security.

1.2 Brownfield sites and the re-purposing of (former) retail sites close to existing low carbon transport routes should be prioritised for development. No green field or (safeguarded) former Green Belt land should be developed until all appropriate brownfield and former retail sites have been developed and only then should a review be undertaken to reveal the most sustainable way forward taking account of ecology, climate change impacts, reducing the need to travel, green space for leisure and other sustainable development considerations.

1.3 If B&NES considers it has insufficient brownfield sites then it should apply an "**ecological recovery and development land trade**" approach with neighbouring local planning authorities in the West of England (WECA) area. This could be by providing biodiversity net gains through improving its existing green field and Green Belt land to allow neighbouring LPAs to use their "excess" of brownfield sites to meet housing targets (based on genuine need, not demand) in exchange for B&NES undertaking the biodiversity improvements.

1.4 **The lack of public green space**, i.e. public parks, near where people live needs rectifying as a priority before further new housing developments are built. Developers should be required to fund the cost of providing new green recreational space for new housing otherwise the cost of infrastructure and related day-visitor facilities in the countryside and other green parks/spaces surrounding the development falls to the LPA.

1.5 A serious omission from the new developments east of Bristol (in Bristol, B&NES and South Glos) in recent years has been the lack of large new public parks with water facilities (e.g. boating lakes) to cater for the recreational needs of the inhabitants of those new homes. The consequence has been several health and safety problems for riverside areas which were occurring increasingly frequently before the easing of the Covid-19 lockdowns; the lockdowns simply highlighted and amplified the problems. Hot and sunny weekends, Bank Holidays and school holidays result in many householders in existing and new developments with small or no gardens justifiably seeking out water-side areas to picnic, party, swim, use paddle boards etc., or simply relax during their visit. Large cities have traditionally been provided with large public parks (e.g. Victoria Park in Bath) but the growing urban sprawl surrounding cities including Bristol and Bath can be a disaster for local communities and wildlife that become local tourist hot spots.

1.6 The Bristol to Bath River Avon is a Site of Nature Conservation Interest (SNCI). Natural habitats and adjacent local communities, whose own recreational space increasingly becomes a no-go area for locals during periods of hot and sunny weather, require better protection from visitor pressure as inhabitants of new housing developments descend in large numbers

on riverside areas along the Avon Valley due to the lack of spacious public parks where they live. The lack of public parks reduces the quality of life for visitors and local communities alike whilst putting wildlife habitats at greater risk. Furthermore, local residential roads near visitor hot spots are blocked as the carrying capacity for parking is greatly exceeded.

Modification(s) SPC considers necessary to make the Local Plan legally compliant and sound:-

No development of the safeguarded (former Green Belt) land at East of Keynsham shall be taken forward until B&NES Council has

- (i) examined and agreed options with neighbouring LPAs in the WECA area on an **"ecological recovery and development land trade"** approach to ensure appropriate biodiversity net gains can be achieved across the West of England [ref para. 1.1 - 1.3 above];
- (ii) new transport infrastructure has been provided that successfully overcomes existing traffic congestion at peak times arising from existing development at East Keynsham;
- (iii) new additional transport infrastructure is provided to facilitate new transport associated with any new development on the safeguarded land; and
- (iv) made a requirement for developers to adequately fund the provision of green recreational space appropriate to household provision. B&NES Council will review the provision of public green space (public parks) for the existing housing provision east of Bristol. This review will be undertaken in co-operation with neighbouring LPAs in the WECA area with the aim of meeting the objective for the West of England including B&NES itself providing sufficient recreational green space (public parks) close to where people live thus reducing the need to travel for exercise, leisure purposes and quality of life whilst simultaneously protecting wildlife habitats (including SNCI, the River Avon) and local communities from negative visitor impacts.

Biodiversity Net Gain

1.1 SPC welcomes the commitments from B&NES Council. As an appropriate response to the ecological emergency, SPC recommends a more ambitious and higher target than 10% Biodiversity Net Gain for developers. Local ecological knowledge and insight, if available (e.g. from an appropriate wildlife NGO), can help optimise gains for each development and therefore is likely to be necessary to calculate an appropriate target for each development. The overarching objective would be to help overcome the biodiversity losses and negative impacts that have resulted from existing developments in the B&NES area that have been permitted in the 2014 Core Strategy as well as in other previous post-war housing and other developments.

1.2 In any event, the target could helpfully be expressed as a minimum, e.g. "a minimum [15%] Biodiversity Net Gain", to allow for some developments to exceed [15%] where conditions allow. This could encourage and enable greater ambition for biodiversity improvements funded by developers.

1.3 Work on actually creating the net biodiversity gain should precede not follow the site clearance and building of new developments with opportunities taken to move rare or important species, seed banks etc. from the site being developed first. Due to the climate and ecological emergency the time delay of creating a net biodiversity gain should be factored into calculations. Otherwise, the situation gets worse as climate and ecological tipping points are crossed (e.g., species loss/collapse) before recovery has even started.

Proposed additional paragraphs (modifications):-

In response to the ecological emergency, B&NES Council will seek higher target than 10% Biodiversity Net Gain for developers using local ecological knowledge and insight (e.g., from an appropriate wildlife NGO) to optimise gains for each development and therefore is likely to be necessary to calculate an appropriate target for each development. The overarching objective is to help overcome the biodiversity losses and negative impacts that have resulted from existing developments in the B&NES area since the post-war era.

Any target shall be expressed as a minimum, e.g., "a minimum [15%] Biodiversity Net Gain", to allow for some developments to exceed [15%] where conditions allow.

The creation of the net biodiversity gain shall precede not follow the site clearance and building of new developments with opportunities taken to move rare or important species, seed banks etc. from the site being developed first. Due to the climate and ecological emergency the time delay of creating a net biodiversity gain should be factored into calculations to avoid the situation worsening where climate and ecological tipping points are crossed (e.g., species loss/collapse) before recovery has commenced.

Transport

1.1 If the cumulative effect of new housing developments leading to the current levels of traffic congestion around and within Keynsham and on the A4 corridor between Bristol and Bath had been correctly predicted when the original 2014 Core Strategy and other developments to the east of Bristol and in South Gloucestershire were permitted, it is doubtful that any LPA seeking to protect not reduce the quality of life of residents would have agreed to such negative consequences of that over-development that has evidently occurred (see also SPC's response concerning policy KE3c East Keynsham for the main other negative consequence for existing inhabitants and SNCI habitat).

1.2 No new housing developments proposed in the LPPU should proceed until the past underestimation of transport infrastructure capacity has been rectified.

1.3 SPC supports this commitment from B&NES Council that any new developments should be preceded by new transport infrastructure. In view of the above SPC asks that new transport infrastructure requirement after rectification has been completed. New segregated cycle paths should be part of the new transport infrastructure prior to new developments to maximise their use and a transfer away from the car from the outset.

1.4 It would be unwise to assume that increased home-working as a likely consequence of the Covid-19 pandemic would reduce local travel. An increase in local (short) daytime journeys by car to replace some of the commuting journeys could be a likely outcome until a modern integrated public transport system has been developed and is operating.

1.5 SPC respectfully reminds B&NES Council that air pollution from traffic is not just restricted to tail pipe emissions (NOx etc.). Air pollution of particulates from tyre wear, brake dust and road surface wear are widely recognised as another consequence of both fossil fuelled vehicles and (often heavier) EVs. However, in recognising the importance of a switch from

fossil fuelled road vehicles to EVs, SPC welcomes the commitment by B&NES Council to provide "Fast and Rapid charging facilities to car parks across the district in 2021" as we understand the provision in B&NES to be well behind some other West of England areas.

1.6 SPC welcomes the positive commitment of B&NES Council to explore the potential for re-opening Salford Station. This should be on the existing station site for the reasons previously articulated by SPC (and SEG's Salford Station campaign).

1.7 SPC supports new segregated cycle paths along the A4 corridor and on connecting routes wherever possible to provide greater safety of cyclists and encourage greener transport. The Keynsham Bypass (A4) and the A4 east of Salford towards Newbridge and Bath would greatly benefit from dedicated cycle paths.

1.8 New transport infrastructure where land is lost for that infrastructure should not be immune to meeting the B&NES net gain target for biodiversity.

Modification(s) SPC considers necessary to make the Local Plan legally compliant and **sound**: -

No new housing developments proposed in the LPPU shall proceed until the existing shortfall in transport infrastructure capacity has been rectified.

New segregated cycle paths shall be part of the new transport infrastructure prior to new developments to maximise their use and a transfer away from the car from the outset.

B&NES Council recognises that it is too early to assume that increased home-working as a likely consequence of the Covid-19 pandemic will reduce local travel due to the potential increase in local (short) daytime journeys by car to replace some of the commuting journeys.

Air pollution from tail pipe emissions (e.g. NOx) shall be monitored by B&NES Council along or near major road transport corridors. B&NES Council shall also investigate the means to monitor particulates from tyre wear, brake dust and road surface wear and implement such monitoring on main road transport corridors where technically feasible.

Amend existing Para 616 (re. Salford Station)

"The next step will be to consider and identify a preferred option/site for the new station. However, it may need to be addressed as part of any future Local Plan review."

to read

"The next step will be to consider and identify a preferred option/site **in consultation with Salford Parish Council**. However, it may need to be addressed as part of any future Local Plan review."

Where new transport infrastructure is provided and undeveloped land* is developed for that purpose, such development shall meet the B&NES Council net gain target for biodiversity.
*Principally green field or previously developed derelict land that has a high ecological value.

Salford Parish Council
5 October 2021