
BANWELL BYPASS

Environmental Statement





HIF Banwell Bypass and Highways Improvements Project

Environmental Statement Chapter 1 - Introduction

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Glossary and Abbreviations

The Glossary and Abbreviations can be found in ES Volume 3 Appendix 1.A.

1 Introduction

1.1 Purpose of this Report

1.1.1 This document is an Environmental Statement (ES) which presents a description of the Housing Infrastructure Fund (HIF) Banwell Bypass and Highways Improvements Project, the likely significant environmental effects of the Scheme, the measures to avoid or reduce such effects, the reasonable alternatives considered and the main reasons for the option chosen. The ES forms part of the planning application for the Scheme under the Town and Country Planning Act 1990 and in accordance with the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (the 'EIA Regulations')

1.1.2 The ES is set out as follows :

- a) Environmental Statement – Non-Technical Summary
- b) Environmental Statement Volume 1 – Technical Report
- c) Environmental Statement Volume 2 – Figures
- d) Environmental Statement Volume 3 - Appendices

1.2 Context

1.2.1 In February 2019 North Somerset Council (NSC) submitted a business case to Homes England's (HE) Housing Infrastructure Fund (HIF) to secure a package of infrastructure improvements to support potential housing sites (subject to the emerging Local Plan 2023 – 2038). A successful funding announcement was made at the end of October 2019.

1.2.2 The Scheme comprises the following distinct elements, the

location is shown on Image 1:

- a) a bypass of the village of Banwell (referred to as the “Banwell Bypass”);
- b) a route connecting the A371 at Castle Hill and the A368 at East Street (referred to as the “Southern Link”); and
- c) Mitigation and enhancement measures, which broadly consist of the following:
 - Environmental mitigation and enhancement measures in connection with the Banwell Bypass and the Southern Link, examples of which include (but are not limited to) flood compensation areas, planting and habitat creation, attenuation basins etc.
 - Placemaking improvements within Banwell, comprising mitigation and enhancement measures to the public realm; and
 - Traffic mitigation in connection with the Banwell Bypass and the Southern Link, including Improvements to the wider local road network.

1.2.3 Together, these elements comprise the “Scheme” and are described in further detail in ES Volume 1 Chapter 2 – Scheme Description, Section 2.5 – Scheme Development and shown on the General Arrangement drawings (Refer to Planning Document – General Arrangement Drawings).

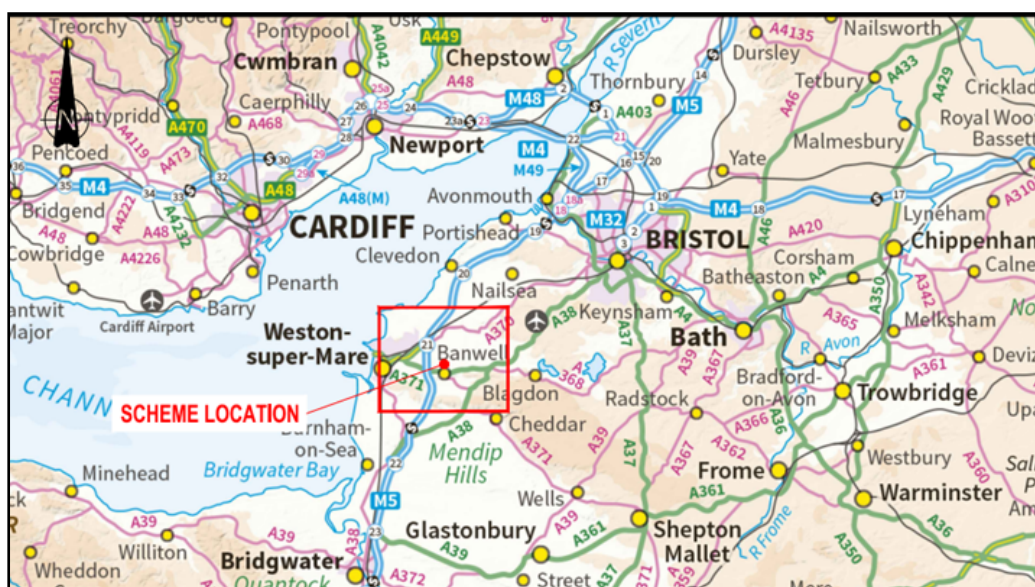


Image 1 – Location Plan

- 1.2.4 The Scheme objectives are outlined in ES Volume 1 Chapter 2 section 2.2.
- 1.2.5 NSC appointed Alun Griffiths (Contractors) Ltd, with Arup, TACP and Wallingford Hydro Solutions (the 'AGC Team') as their technical and environmental advisors, to develop a solution including optioneering, design and planning support of the proposed Scheme. This builds upon work carried out by WSP in 2020, which is referenced as appropriate.

1.3 Background Legislation

Overview

- 1.3.1 The preparation of the ES has been informed by a review of relevant national and local planning policy, legislation and guidance. It should be noted that all references are to legislation as amended and in force in England on the date of the ES publication. Key legislation relevant to this ES are presented in this section. Further details on the legislative and policy framework together with full references are set out in ES Volume 1 Chapter 4 - Planning Framework.
- 1.3.2 Topic specific policies have been considered within each of the topic chapters (set out within ES Volume 1 - Chapters 5 to Chapter 15).

Town and Country Planning Act 1990

- 1.3.3 Section 57 of the Town and Country Planning Act (TCPA) 1990 requires planning permission to be obtained for the "development" of land. What amounts to "development" is defined in section 55 TCPA 1990, which is very broad but contains two key exemptions relating to the improvement and maintenance of highways, which in certain circumstances do not constitute "development".

- 1.3.4 This can be summarised as follows:
- a) Where relevant works are for maintenance purposes only (notwithstanding that the wider project is Environmental Impact Assessment (EIA) development) these works would not fall within the definition of “development” under the TCPA 1990 (and therefore would not require planning permission);
 - b) Where the relevant works are for improvement purposes and form part of the wider project for EIA purposes (e.g. because they are required as mitigation), the TCPA 1990 exemption will not apply, and planning permission would be required.
- 1.3.5 It is assumed that none of the Scheme would constitute “maintenance” and it is not considered that any authorisation in Part 3 of the TCPA 1990 would apply given the proposed works set out in section 1.2 of this report.
- 1.3.6 Furthermore, Section 337 of the Highways Act 1980 makes it clear that it does not authorise the carrying out of development of land for which permission is required under section 57 TCPA 1990 (or the Planning Act 2008) and which is not authorised or deemed to be permitted under Part 3 of the TCPA 1990. Sections 14 and 125 of the Highways Act 1980 are still relevant here.
- 1.3.7 It is therefore considered any works forming part of the Scheme will require express planning permission under the TCPA 1990, unless they would benefit from permitted development rights.

Environmental Impact Assessment

- 1.3.8 The process of Environmental Impact Assessment (EIA) in the context of town and country planning in England is governed by the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (the ‘EIA Regulations’)¹. These regulations apply to development which is given planning permission under Part III of the TCPA 1990.
- 1.3.9 Schedule 1 of the EIA Regulations identifies those developments for which environmental assessment is mandatory. The development proposed for the application site

does not fall into this category.

- 1.3.10 Schedule 2 of the EIA Regulations lists developments which require environmental assessment, if the proposed scheme is likely to have significant effects on the environment 'by virtue of its nature, size or location'.
- 1.3.11 Under Schedule 2, Category 10 – Infrastructure Projects, the construction of roads where the area of works exceeds 1 hectare is a Schedule 2 development, not necessarily EIA development. Therefore, the Scheme falls within Schedule 2 and a screening opinion must be sought to determine whether the Scheme is EIA. Further details are included in ES Volume 1 Chapter 4 and in section 1.5 below.

Local Development Plan

- 1.3.12 Taking into account of the adopted policies of North Somerset Council, the local development plans of relevance include:
- a) North Somerset Council Core Strategy 2017
 - b) Development Management Policies 2016
 - c) Emerging Local Plan, new Local Plan being prepared, will cover the period 2023 – 2038.
 - d) West of England Joint Local Transport Plan 4 (JLTP4) 2020-2036 - *The Banwell Bypass is included in the JLTP4*
 - e) Joint Waste Core Strategy, 2011
 - f) West of England Joint Green Infrastructure Strategy 2020-2030
 - g) West of England Local Industrial Strategy, 2019
 - h) North Somerset Economic Development Plan
 - i) West of England Strategic Economic Plan 2015-2030

Conservation of Habitats and Species Regulations 2017

- 1.3.13 Under the Conservation of Habitats and Species Regulations 2017 (as amended), Regulation 63 states:

A competent authority, before deciding to undertake, or give any consent, permission or other authorisation for, a plan or project which:

(a) is likely to have a significant effect on a European site or a European offshore marine site (either alone or in combination with other plans or projects), and

(b) is not directly connected with or necessary to the management of that site, must make an appropriate assessment of the implications of the plan or project for that site in view of that site's conservation objectives.

1.4 Structure of this Environmental Statement

- 1.4.1 This ES has been prepared in accordance with Schedule 4 of the EIA Regulations and comprises topic chapters and appendices as described below.
- 1.4.2 Table 1-1 contains information required by Schedule 4 and details which chapter contains the information.
- 1.4.3 The EIA Combined Screening and Scoping Report identified the scope of the EIA and the content of this ES (Refer to ES Volume 3 Appendix 1.B).
- 1.4.4 A Scoping Opinion report (ES Volume 3 Appendix 1.C NSC Local Planning Authority (LPA) Scoping Opinion Report) was received from NSC along with consultation feedback from statutory bodies, these are summarised in Section 1.8.6 of the EIA Combined Screening and Scoping Report (ES Volume 3 Appendix 1.B) and the LPA response (ES Volume 3 Appendix 1.D - EIA Combined Screening and Scoping Consultation responses) provides the full responses. These are summarised in sections 1.5 and 1.6 of this chapter.
- 1.4.5 Volume 1 of the ES includes the following main elements (as set out in Schedule 4, Part II of the Regulations):
- a) A description of the proposed scheme comprising information on the site, design, and size of the development, ES Volume 1 Chapter 2 - Scheme Description

- b) An outline of the alternatives considered and an indication of the main reasons for the selection of the preferred option, ES Volume 1 Chapter 3 - Alternatives Considered
- c) The data required to identify and assess the main effects on the environment by the proposed scheme, ES Volume 1 Chapters 5 – 14
- d) A description of the measures envisaged in order to avoid, reduce and, if possible, remedy significant adverse effects, ES Volume 1 Chapters 5 – 14 and
- e) A non-technical summary (NTS) summarising the Scheme and the outcomes of the assessments in non-technical language.

1.4.6 Volume 1 of the ES includes the following chapters:

Introductory Chapters

1.4.7 Chapters 1 to 4 of the ES introduce the Scheme and the EIA process that has been followed:

- a) **Chapter 1: Introduction** – provides the background information to the Scheme and outlines the purpose, structure and content of this ES. This chapter also provides an overview of the Environmental Assessment Process, including Scoping and Consultation.
- b) **Chapter 2: Scheme Description** – Presents a description of the site and location within which the site is set, existing land, land use and facilities. This chapter also outlines the Scheme in detail, including land use, siting and scale of the Scheme, enabling works, access and phasing and includes detail on the embedded and essential mitigation for the Scheme.
- c) **Chapter 3: Alternatives Considered** – A description of the reasonable alternatives (for example in terms of development design, technology, location, size and scale), which are relevant to the proposed project and its specific characteristics, and an indication of the main reasons for selecting the chosen option, including a comparison of the environmental effects.
- d) **Chapter 4: Planning Framework** - presents an overview of the environmental and planning legislation and policy context with all relevant adopted and emerging national, regional and local strategies and guidance against which the proposed Scheme.

Technical Chapters

1.4.8 Topic-specific technical assessments that identify the potential significant effects of the Scheme for the following environmental topics:

- a) Chapter 5 - Air Quality.
- b) Chapter 6 - Cultural Heritage.
- c) Chapter 7 - Landscape.
- d) Chapter 8 - Biodiversity.
- e) Chapter 9 - Geology and Soils.
- f) Chapter 10 - Material assets and Waste.
- g) Chapter 11 - Noise and Vibration.
- h) Chapter 12 - Population and Human Health.
- i) Chapter 13 – Road Drainage and the Water Environment;
and,
- j) Chapter 14 - Climate.

Concluding Chapters

- a) **Chapter 15: Cumulative Impacts** – examines the potential impacts of the in-combination effects of the Scheme and the effects of the Scheme together with other existing and/or approved projects, including the emerging NSC Local Plan (2023-2038).
- b) **Chapter 16: Environmental Management** – outlines the environmental management for the Scheme, the Environmental Masterplans, maintenance and monitoring regimes, roles and responsibilities and control documents to include the Construction Environmental Management Plan (CEMP) and Landscape and Ecology Management Plan (LEMP).
- c) **Chapter 17: Conclusions** – summarises the findings of the environmental assessment, specifically any identified significant effects of the proposed development after mitigation.

Figures and Appendices

1.4.9 Each of these technical chapters describes the assessment methodology used; provides an overview of relevant legislation and guidance; describes and provides a value for the sensitive receptors and resources potentially affected by the Scheme; assesses the magnitude of impact both adverse and beneficial

- 1.4.10 of the construction and the operation of the Scheme on the receptors; outlines mitigation measures to avoid, reduce or compensate for any impacts where appropriate; and identifies any residual effects.
- 1.4.11 The construction of the Scheme is conditional on planning approval, funding and successfully completing the statutory procedures. Therefore the ES has been written to indicate this through the use of “would” rather than “will” in reference to the construction and operation of the Scheme. This terminology does not detract to the commitments made in this ES.

Non-Technical Summary

- 1.4.12 The Non-Technical Summary (NTS) of this ES is a short, standard alone document written in non-technical language. The NTS provides information to the public to understand why and how the work would be undertaken.

Competent expert evidence

- 1.4.13 Regulation 14 (4)(a) of the EIA Regulations require that the ES is prepared by ‘competent experts.’ This EIA has been undertaken by competent experts with the relevant and appropriate experience in their respective topics. The qualifications and expertise of the EIA technical leads responsible for the individual chapters are summarised in each chapter.

Table 1 - 1 Information required by Schedule 4 of the EIA Regulations

Information for inclusion in the Environmental Statement (ref Schedule 4 of the EIA Regulations)	Location within the ES
<p>A description of the development, including in particular</p> <ul style="list-style-type: none"> a) a description of the location of the development; b) a description of the physical characteristics of the whole development, including, where relevant, requisite demolition works, and the land-use requirements during the construction and operational phases; c) a description of the main characteristics of the operational phase of the development (in particular any production process), for instance, energy demand and energy used, nature and quantity of the materials and natural resources (including water, land, soil and biodiversity) used; and d) an estimate, by type and quantity, of expected residues and emissions (such as water, air, soil and subsoil pollution, noise, vibration, light, heat, radiation and quantities and types of waste produced during the construction and operation phases 	<p>ES Chapter 2 The Project</p> <p>ES Chapters 5 – 14</p>
A description of the reasonable alternatives (for example in terms of development design, technology, location, size and scale) studied by the developer, which are relevant to the proposed project and its specific characteristics, and an indication of the main reasons for selecting the chosen option, including a comparison of the environmental effects.	ES Chapter 3 Assessment of Alternatives
A description of the relevant aspects of the current state of the environment (baseline scenario) and an outline of the likely evolution thereof without implementation of the development as far as natural changes from the baseline scenario can be assessed with reasonable effort on the basis of the availability of environmental information and scientific knowledge.	ES Chapters 5 – 14
A description of the factors specified in regulation 5(2) likely to be significantly affected by the development: population, human health, biodiversity (for example fauna and flora), land (for example land take), soil (for example organic matter, erosion, compaction, sealing), water (for example hydro-morphological changes, quantity and quality), air, climate (for example greenhouse gas emissions, impacts relevant to adaptation), material assets, cultural heritage, including architectural and archaeological aspects, and landscape.	ES Chapters 5 – 14
<p>A description of the likely significant effects of the development on the environment resulting from,</p> <ul style="list-style-type: none"> a) the construction and existence of the development, including, where relevant, demolition works; 	ES Chapters 5 – 14

Information for inclusion in the Environmental Statement (ref Schedule 4 of the EIA Regulations)	Location within the ES
<ul style="list-style-type: none"> b) the use of natural resources, in particular land, soil, water and biodiversity, considering as far as possible the sustainable availability of these resources; c) the emission of pollutants, noise, vibration, light, heat and radiation, the creation of nuisances, and the disposal and recovery of waste; d) the risks to human health, cultural heritage or the environment (for example due to incidents or disasters); e) the cumulation of effects with other existing and/or approved projects, taking into account any existing environmental problems relating to areas of particular environmental importance likely to be affected or the use of natural resources; f) the impact of the project on climate (for example the nature and magnitude of greenhouse gas emissions) and the vulnerability of the project to climate change; g) the technologies and the substances used. The description of the likely significant effects on the factors specified in regulation 5(2) should cover the direct effects and any indirect, secondary, cumulative, transboundary, short-term, medium-term and long-term, permanent and temporary, positive and negative effects of the development. <p>This description should take into account the environmental protection objectives established at Union level (as they had effect immediately before exit day) or United Kingdom level which are relevant to the project, including in particular those established under the law of any part of the United Kingdom that implemented Council Directive 92/43/EEC(1) and Directive 2009/147/EC(2).</p>	
A description of the forecasting methods or evidence used to identify and assess the significant effects on the environment, including details of difficulties (for example technical deficiencies or lack of knowledge) encountered compiling the required information and the main uncertainties involved.	ES Chapters 5 – 14
A description of the measures envisaged to avoid, prevent, reduce or, if possible, offset any identified significant adverse effects on the environment and, where appropriate, of any proposed monitoring arrangements (for example the preparation of a post-project analysis). That description should explain the extent, to which significant adverse effects on the environment are avoided, prevented, reduced or offset, and should cover both the construction and operational phases.	ES Chapters 5 – 14
A description of the expected significant adverse effects of the development on the environment deriving from the vulnerability of the development to risks of major incidents and/or disasters which are relevant to	ES Chapters 5 – 14

Information for inclusion in the Environmental Statement (ref Schedule 4 of the EIA Regulations)	Location within the ES
the project concerned. Where appropriate, this description should include measures envisaged to prevent or mitigate the significant adverse effects of such events on the environment and details of the preparedness for and proposed response to such emergencies.	
A non-technical summary of the information provided under paragraphs 1 to 8.	ES Non-technical Summary
A reference list detailing the sources used for the descriptions and assessments included in the environmental statement.	ES Chapters 5 – 17

1.5 EIA Screening and Scoping

- 1.5.1 An EIA combined screening and scoping exercise was undertaken prior to route selection and therefore covered all the routes that were being considered. The purpose of this report was to identify the likely significant environmental issues resulting from the Scheme and establish the scope of the EIA across a range of environmental topics. Refer to ES Volume 3 Appendix 1.B - WSP EIA Combined Screening and Scoping Report.
- 1.5.2 Statutory bodies were consulted on the EIA Combined Screening and Scoping Report.
- 1.5.3 The EIA Combined Screening and Scoping Report, July 2021 covered specialist topic chapters and also included a Habitat Regulation Assessment (HRA) Screening, Equality Impact Assessment (EQiA) Screening and Health Impact Assessment (HIA) Screening. Refer to ES Volume 3 Appendix 1.B.
- 1.5.4 The EIA Combined Screening and Scoping Report stated that the nature of the proposal: *“is expected to give rise to significant environmental effects.”* To that extent, a formal EIA Screening Opinion was not requested because NSC had concluded that an EIA will be needed for a planning application.
- 1.5.5 A Scoping Opinion received from the Local Authority Planning Officer, September 2021, is included in ES Volume 3 Appendix 1.C - NSC Local Planning Authority Scoping Opinion Report. These comments have been used to inform this EIA and the design of the Scheme.
- 1.5.6 Table 1 - 2 outlines the components to be scoped in and out of the EIA as identified in the Combined Screening and Scoping Report. Screening and Scoping was undertaken prior to the referred route alignment being agreed and therefore refers to the 3 alignments, further details on the route options is included in ES Volume 1 Chapter 3.

Table 1 - 2 Potential elements Scoped in or Out of Further Assessment

Element	Phase	Scoped In	Scoped Out	Justification
Chapter 5 - Air Quality				
Air Quality – Construction Dust	Construction	✓		Potential for construction dust and PM10 emissions during construction, and NO2 emissions from traffic management and construction traffic on the public highway.
Air Quality – Human receptors	Operation	✓		The introduction of a Scheme has the potential to affect air pollution concentration at human receptors
Air Quality – Ecological receptors	Operation	✓		The introduction of a Scheme has the potential to affect air pollutant concentrations at ecological receptors
Chapter 6 - Cultural Heritage				
Known and unknown buried (archaeological) remains.	Construction	✓		Potential for direct physical impacts due to ground-breaking activities associated with the construction of the scheme.
Known and unknown buried (archaeological) remains.	Operation		✓	Further assessment on the operational effects on buried archaeological remains has been scoped out on the basis that once the scheme has been completed, no further ground disturbance would occur as part of the scheme.
Physical impacts above ground heritage assets.	Construction	✓		Further assessment in line with Historic England guidance would be required to determine the significance of effect of the construction phase upon these assets.
Setting of above ground heritage designated assets.	Construction		✓	Construction phase activities are short-term and temporary. The impacts from the phases of construction activities are not considered to be a significant change and have therefore been scoped out.
All above ground heritage assets and setting of designated heritage assets A (including Scheduled Monument 'Romano-British	Operation	✓		There is the potential for permanent long-term impacts to the setting during the operation of the proposed scheme. Further assessment in line with Historic England guidance would be required to determine the significance of effect of the operational phase upon these assets and the setting of designated heritage assets.

Element	Phase	Scoped In	Scoped Out	Justification
villa, Banwell')				
Setting of non-designated built heritage assets	Construction		✓	Construction phase activities are short-term and temporary. The impacts from the phases of construction activities are not considered to be a significant change and have therefore been scoped out.
Setting of non-designated built heritage assets within 100m of the scheme	Operation	✓		There is the potential for permanent long-term effects to the setting of non-designated heritage assets where these are located within 100m of the scheme. The impacts upon the setting of non-designated heritage assets of local value located beyond 100m is unlikely to be significant and has been scoped out of the assessment.
Historic Landscapes	Construction and Operation	✓		There is a potential for a direct impact on historic landscapes and hedgerows of historic importance during construction, resulting in the loss of the landscape character. There is a potential for impacts on the setting of historic landscapes during construction and operation.
Chapter 7 - Landscape				
National Character Area (NCA) 142	Construction and operation		✓	The scale of the NCA is such that any impact of the scheme would be relatively localised and is not likely to significantly affect the character or quality of the character area as a whole and it has therefore been scoped out
National Character Area 141	Construction and operation		✓	Only a very small proportion of the scheme is located within NCA 141. The nature and scale of the changes are not considered likely to significantly affect the overall character or quality of the character area as a whole and it has therefore been scoped out.
National Character Area 118	Construction and operation		✓	The scheme does not directly impact this NCA, whilst there may be some visibility between the two, the effects would not materially alter the character of the NCA.
Landscape Character Area (LCA) impacts outside the study area	Construction and operation		✓	The scheme would not directly impact LCAs beyond the study area. Where there is visibility it would be at a distance that would not be likely to significantly affect the perception of the landscape and it has therefore been scoped out.

Element	Phase	Scoped In	Scoped Out	Justification
Local LCAs: A4 -Locking and Banwell Moors E1 - Mendip Ridges and Combes J2 - River Yeo Rolling Valley	Construction and Operation	✓		The scheme is located within or directly adjacent to these LCAs. There is therefore potential for effects to materially alter the character of the LCA.
Local LCAs: A1 - Kingston Seymour and Puxton Moors J1 - Lox Yeo Rolling Valley Farmland	Construction and operation		✓	The scheme does not directly impact these LCAs, and whilst there may be some visibility between them, the effects would not materially alter their character and they have therefore been scoped out.
Mendip Hills Area of Outstanding Natural Beauty (AONB)	Construction and Operation	✓		The Southern Link is located within the AONB with the Scheme in close proximity. Although the nature and scale of the changes are small in comparison to the existing development and size of the AONB; the scheme does have the potential to significantly affect the character or special qualities of the AONB; such as the views and tranquillity.
Area of Valued Landscape	Construction and Operation	✓		Given the proximity of the area of Valued Landscape, the scheme has the potential to significantly affect the character and quality of this Valued Landscape area.
Woodland	Construction and operation		✓	Whilst part of the scheme is in close proximity to woodland and Ancient Woodland, statutory standoffs would be observed and no woodland removed which might affect the overall character of the landscape; for this reason woodland has been scoped out of the Landscape and Visual assessment. Woodland, including Ancient Woodland, would be assessed separately in the Biodiversity chapter.
Vegetation	Construction and operation		✓	Undesignated vegetation within the Study Area has been scoped out and, this would be considered as part of the wider landscape character only.
Banwell Conservation Area	Construction and Operation	✓		Possible impact upon the townscape character of the Conservation Area. Views into and out of the Conservation Area should also be considered. Consider a Historic Townscape and Visual Impact Assessment (HTVIA)
Scheduled Monuments	Construction		✓	The Scheme would not directly affect the setting of any Scheduled Monument, nor

Element	Phase	Scoped In	Scoped Out	Justification
	and operation			are there any Scheduled Monuments that are recognised as tourist destinations in their own right, where views of the Proposed Development might be experienced by visitors. Impacts on Scheduled Monuments would be considered within the Cultural Heritage assessment, in Chapter 6.
Listed Buildings	Construction and operation		✓	The Scheme would not directly affect the landscape setting of any Listed Buildings, nor are there any Listed Buildings that are recognised as tourist destinations in their own right, where views of the Scheme might be experienced by visitors. Listed Buildings would be considered within the Cultural Heritage assessment, in Chapter 6.
Tranquillity and night-time scene	Operation	✓		There is the potential for artificial lighting to adversely impact the night time scene, dependent on the design of the lighting and mitigation of traffic headlights e.g. through earthworks and planting. As the detail of this is not yet known, the effects on the night time scene should be considered within the assessment and where appropriate baseline photography of sensitive receptors would be included. A qualitative assessment only would be undertaken as part of the assessment. The potential impacts of the noise associated with the Scheme on the tranquillity of the landscape would be qualitatively considered at Operational Phase. Quantitative noise assessment of residential receptors would be considered in the Chapter 11 – Noise and Vibration.
Tranquillity and night-time scene	Construction		✓	Lighting effects during construction would be temporary in nature and in accordance with best practice. It is considered unlikely that the temporary lighting associated with the scheme would result in significant adverse effects on the night time scene or visual receptors. The effects of noise during the Construction Phase on the tranquillity of the landscape would be qualitatively considered.
Residential visual receptors	Construction and Operation	✓		The nature and scale of the scheme has the potential to significantly impact the views from surrounding residential properties.
Public Rights of Way (PRoW) visual receptors	Construction and Operation	✓		The nature and scale of the scheme has the potential to significantly impact the views from the surrounding PRoWs.

Element			Phase	Scoped In	Scoped Out	Justification
Transport receptors	Route	visual	Construction and Operation	✓		The nature and scale of the scheme has the potential to significantly impact the views from the surrounding Transport Routes.
Tourist / Leisure receptors		visual	Construction and Operation	✓		The nature and scale of the scheme has the potential to significantly impact views from Tourist/Leisure destinations.
Representative 1- 17; 20-23	Viewpoints		Construction and Operation	✓		The Zone of Theoretical Visibility (ZTV) analysis reveals that all of these viewpoints have possible views of the scheme
Representative 18, 19	Viewpoint		Construction and Operation		✓	The ZTV analysis suggests there is no visibility of the scheme from these viewpoints, which are outside the Study Area.
Representative 24	Viewpoint		Construction and Operation	✓		The ZTV analysis suggests there is no visibility of the scheme from these viewpoints, which are outside the Study Area. The ZTV analysis suggests there is a possibility of views from this location, particularly if Route Alignment 3 is the preferred option.
Chapter 9 - Geology and Soils						
Impact to construction/maintenance workers (Human Health)			Construction and Operation		✓	Impacts to construction / maintenance workers from risks associated with geology and soils should be covered through a Construction Phase Plan, prepared by the Principal Contractor as per Construction (Design and Management) Regulations 2015 (CDM).
Impact to adjacent site users (neighbouring residents and/or visitors/users of study area land) (Human Health & Built Structures).			Construction	✓		Impacts to residents and adjacent site users from risks associated with exposure of contaminant migration pathways
Impact to adjacent site users (neighbouring residents and/or visitors/users of study area land) (Human Health & Built Structures).			Operation		✓	No anticipated impacts relevant to Geology and Soils during the Operational stage.

Element	Phase	Scoped In	Scoped Out	Justification
Structures).				
Impact to soils (Soils)	Construction and Operation	✓		Potential for the alignment to sterilise Best and Most Versatile (BMV) agricultural land, cause deterioration to soil quality, and mobilise existing or new contamination.
Impact to groundwater and surface water from contamination (Controlled Waters)	Construction and Operation	✓		Potential for direct physical impacts to high sensitivity controlled water receptors. During construction/operation there is potential for localised spillages which may migrate to underlying aquifers or surface water bodies.
Mineral Extraction Potential (Geology)	Construction	✓		Potential for the sterilisation of mineral resources by the scheme.
	Operation		✓	Mineral resources would be sterilised once the scheme was constructed and therefore there would be no change during the operational phase.
Geological Site of Special Scientific Interest (SSSI) & Special Area of Conservation (SAC) (Geology)	Construction and Operation	✓		Given the SSSI and SAC status, their proximal location to the scheme, further consideration of these designated sites is required.
Chapter 10 - Material Assets and Waste				
Impacts and effects associated with the extraction of raw resources and the manufacture of products	Construction and Operation		✓	The impacts and effects of extraction and manufacture of materials are expected to have been assessed at the time at which they were process. As they also cannot be assured with any accuracy, they are hence scoped out of the Materials and Waste assessment.
Consumption of material resources associated with the construction	Construction (including any site preparation, remediation and	✓		Further information is required to assess the potential impacts of the road construction on regional material resource availability, in the context of the recovery and reuse of site won materials and recycled/ secondary resources. No significant demolition activities (for example existing buildings or road infrastructure) are anticipated as part of the scheme construction phase. However, this is to be reviewed as the design develops and clarity on any potential demolition can be

Element	Phase	Scoped In	Scoped Out	Justification
	groundworks)			gained.
Consumption of material resources associated with the scheme during the first year of operation	Operation		✓	During the first year of operation of the scheme, it is not anticipated that the consumption of material resources would be required beyond those necessary for routine repair and maintenance. As such, the impacts associated with material resource consumption are considered to be minimal and not significant.
Disposal and recovery of waste associated with the construction of the scheme	Construction (including any site preparation, remediation and groundworks)	✓		Further information is required to assess the potential impacts of the scheme on existing waste infrastructure and landfill capacity. Assessment would reconfirm remaining landfill capacity and identify on-site storage, potential disposal / treatment / reuse of waste and required mitigation measures. No significant demolition activities (for example existing buildings or road infrastructure) are anticipated as part of the scheme construction phase. This is to be reviewed as the design develops and clarity on any potential demolition can be gained.
Disposal and recovery of waste associated with the scheme beyond the first year of operation	Operation		✓	The operation of the scheme beyond the first year of commissioning is anticipated to generate only minimal waste arisings from routine maintenance and repairs. As such, the impacts associated with waste generation and disposal are considered to be minimal and not significant.
Impacts and effects resulting from the transportation of material resources and waste to and from the site	Construction and Operation		✓	The impacts associated with transportation would be considered as part of the air quality (ES Volume 1 Chapter 5), climate (ES Volume 1 Chapter 14), traffic and transport (ES Volume 3 Appendix 2.A), and noise and vibration (ES Volume 1 Chapter 11) assessments – as appropriate to these specialists.
Impacts and effects on human health and controlled waters as a result of contaminated site arisings from the scheme	Construction and Operation		✓	Impacts and effects on human health (ES Volume 1 Chapter 12) and controlled waters (ES Volume 1 Chapter 13) would be considered in the geology and soils and water assessments, as appropriate to this specialist topic.
Chapter 11 - Noise and Vibration				

Element	Phase	Scoped In	Scoped Out	Justification
Construction Activity Noise and Vibration Impact	Construction	✓		Given the short distance from the scheme to the sensitive receptors described in the Baseline Conditions section (ES Volume 3 Appendix 1.B), it is considered that the construction activities have the potential to cause an impact.
Road Traffic Noise Impact	Operation	✓		Given the short distance from the scheme to the sensitive receptors described in the Baseline Conditions section (ES Volume 3 Appendix 1.B), it is considered that the operation of the Scheme has the potential to cause an impact to their existing noise climate
Road Traffic Vibration Impact	Operation		✓	The road surface would be maintained free of irregularities, therefore, it is not expected that operational vibration would lead to significant adverse effects.
Chapter 12 - Population and Human Health				
Private property and housing	Construction	✓		Potential for temporary adverse effects due to potential disruption on direct access to private properties.
	Operation		✓	No further effects anticipated during operation.
Community land and assets	Construction	✓		Potential for permanent adverse effects due to potential land take on football pitches for Alignment 2. Potential for temporary adverse effects due to potential obstruction and disruption to community land and assets.
	Operation	✓		Potential for permanent beneficial effects due to potential motorised access improvement within Banwell.
Development land and businesses	Construction	✓		Potential for permanent adverse effects due to potential land take from Stonebridge Farm Caravan Park and Rowtech Engineering.
	Operation	✓		Potential for permanent adverse effects due to potential land take from Stonebridge Farm Caravan Park and Rowtech Engineering
Agricultural land and holdings	Construction	✓		Potential for temporary and permanent adverse effects due to potential direct land take from agricultural land holdings at Agricultural Land Classification (ALC) grades 1-4.
	Operation	✓		

Element	Phase	Scoped In	Scoped Out	Justification
	Court Farm Country Park	✓		Court Farm Country Park is located 130m north at its closest point. There is not expected to be any land take, access or severance impacts on Court Farm Country Park during construction or operation. However, it has been scoped in to further assessment due to its potential proximity to the final design of Alignment 2 should it be chosen as the preferred scheme.
Walking, Cycling and Horse Riding (WCH)	Construction	✓		Potential for temporary and permanent adverse effects due to potential obstruction and disruption on PRow and potential increase journey length. Potential permanent beneficial effects due to potential new WCH facility provision. Potential benefits associated with reduction in traffic flow in the centre of Banwell resulting in a safer walking and cycling environment.
	Operation	✓		
Human Health	Construction	✓		Potential temporary negative health outcomes associated with potential increased air and noise pollution and reduced opportunities for WCH due to construction works. Potential permanent negative health outcomes associated with reduced physical activity due to potential reduced area of the recreation ground.
	Operation	✓		Potential permanent negative health outcomes associated with reduced physical activity due to potential reduced area of the recreation ground. Potential negative health outcomes associated with reduced physical activity due to PRow closure and diversion which may discourage WCH journeys. Potential negative health outcomes associated with exposure to potential new roadside emissions from vehicles based on the highway alignment, visual effects and water pollution. Potential positive health outcomes associated with reduction in traffic flow in the centre of Banwell resulting in a safer walking and cycling environment, and improved air quality and noise levels in centre of Banwell. Potential positive health outcomes associated with potential new WCH facility provision along scheme which may encourage physical activity.
Chapter 13 - Road Drainage and the Water Environment				
Watercourses and rhynes within the study area	Construction and operation	✓		Potential for direct physical impacts and indirect impacts based on route alignments and drainage requirements.

Element	Phase	Scoped In	Scoped Out	Justification
Groundwater resources within the study area	Construction and operation	✓		Potential for direct physical impacts and indirect impacts (pollution and contamination risks, as well as risks to groundwater flow).
Flood risk receptors within the study area	Construction and operation	✓		Potential for direct impact to Scheme based on route alignments, and indirect impact to receptors elsewhere based on route alignments.
Chapter 14 - Climate				
Product stage (manufacture and transport of raw materials to suppliers)	Construction	✓		Raw materials required for the scheme would result in embodied emissions and have the potential to be large.
Transport of materials to site	Construction	✓		Construction stage emissions from fuel / energy consumption due to the delivery of material to site have the potential to be large.
Plant and equipment use during construction	Construction	✓		Fuel / energy consumption of plant and equipment used during construction would generate GHG emissions.
Transport of waste	Construction	✓		Emissions from fuel / energy consumption due to the transport of waste materials, particularly fill, have the potential to be large.
Disposal of waste	Construction		✓	Emissions from the disposal of waste are unlikely to be large. Measures to minimise waste and maximise reuse or recycling would be implemented through the Scheme CEMP and SWMP.
Land use, land use change and forestry	Construction		✓	Emissions from the disposal of biomass (such as chipping and decomposition of felled trees and hedgerows) as part of the construction phase works are not expected to be large given the current agricultural land use.
Electricity used for lighting	Operation		✓	Emissions from additional lighting are not considered to be large.
Maintenance, Repair, Refurbishment	Operation		✓	The scheme is considered to require infrequent, maintenance, repair and refurbishment, therefore subsequent emissions sources are not considered to be large.
Replacement	Operation	✓		The replacement and refurbishment of the scheme (such as resurfacing) would

Element	Phase	Scoped In	Scoped Out	Justification
				release emissions.
Major Accidents and Disasters (Scoped out)				
Natural Hazards				
Earthquakes			✓	The scheme is not in or close to an active earthquake area
Volcanic Activity			✓	The scheme is not in an active volcanic activity area and it is highly unlikely that an ash cloud could significantly impact on any aspect of the scheme
Landslides			✓	No geomorphological features were identified within the site or surrounding area that would suggest the potential for land sliding.
Sinkholes			✓	there are no examples of roads that have been affected by sinkholes in the locality to warrant taking this event forward.
Tsunamis			✓	The scheme is not located in a region that has experience earthquake/volcano/landslide associated tsunami, in a coastal area close to a tectonically active zones or in the vicinity of a tectonically active zone.
Coastal Flooding			✓	The scheme is located within 6.8km of the coast. The potential for coastal flooding would be considered as part of the Flood Risk Assessment (FRA) for the scheme and considered in the design.
Fluvial Flooding			✓	The scheme alignment is partially located within Flood Zones 2 and 3. The current and future effects of flooding on the infrastructure would be considered as part of the FRA and suitable measures would be incorporated within the design of the scheme.
Pluvial Flooding			✓	The current and future effects of rainfall on the infrastructure would be considered as part of the FRA and suitable measures would be incorporated within the scheme design.
Groundwater Flooding			✓	The current and future effects of flooding on the infrastructure would be considered as part of the FRA and suitable measures would be incorporated within the scheme design.

Element	Phase	Scoped In	Scoped Out	Justification
Cyclones, hurricanes, typhoons, storms and gales			✓	Storms and gales could result in damage to highway infrastructure and could affect journeys made by road users; however, the risk is no different to similar roads or road users in the locality
Thunderstorms			✓	The risk is no different to that during the construction of similar roads or to roads or road users in the locality and would be considered as part of Health and Safety requirements for the scheme design and construction phases.
Wave surges			✓	The scheme is located sufficiently inland, and therefore is not subject to wave surges
Extreme temperatures			✓	The risk is no different to similar roads or road users in the locality. Specific measures are therefore not considered to be required as part of the scheme
Droughts			✓	It is anticipated that the design of the road infrastructure would be resilient to ground shrinkage.
Fog			✓	The risk for the scheme should be no higher than surrounding road infrastructure.
Wildfires			✓	During construction, standard control measures would be implemented by the appointed contractor to manage the risk of fire. During operation the risk is no different to similar roads or road users in the locality. Specific measures are therefore not considered to be required as part of the scheme.
Technological or Manmade Hazards				
Major Accident Hazard Chemical sites			✓	There are no recorded Control of Major Accident Hazard (COMAH) facilities within 3km of the scheme.
Major Accident Hazard – Gas pipelines and other utilities			✓	Consideration would be required during the future design stages of the potential impact of the scheme construction and operation on the gas main and any other utilities (such as water mains, oil pipelines and above / below ground power lines) in proximity of the final scheme design.
Nuclear			✓	The closest nuclear site is Hinkley Point Nuclear power Station, located approximately 21.4km south-west from the scheme location. Nuclear sites are designed, built and operated so that the chance of accidental releases of radiological

Element	Phase	Scoped In	Scoped Out	Justification
				material in the UK is extremely low.
Fuel storage			✓	There are no large scale fuel storage sites within the study area (1km). The closest small scale storage is Locking Service Station, approximately 2.6km north-west of the scheme.
Mines and storage caverns			✓	Based on an understanding of the geology of the local area it is considered highly unlikely that mines and caverns are close to the surface within the vicinity of the study area.
Road			✓	Significant transport accidents occur across the UK on a daily basis, mainly on roads, and involving private and/or commercial vehicles. During construction there would be an increase in heavy construction plant and equipment on the local road network which may increase the risk of accidents although this is expected to be in proportion to the national average on road accidents. The scheme has been designed to relocate through traffic from Banwell onto the bypass so as to relieve traffic congestion in the village and so as to decrease the likelihood of accidents in the village.
Rail			✓	There are no railways within close proximity of the scheme location. The closest station is Worle, approximately 3.2km north-west
Aviation			✓	The impact on aviation from road lighting and flood storage areas, which could attract birds, would be considered in the design of the scheme and consultation undertaken with airport and airstrip operators.

Emerging Local Plan Development

1.5.7 NSC is in the process of preparing a new Local Plan which will provide a positive vision for the future of North Somerset. The new Local Plan will provide a framework for addressing housing needs, employment requirements and other priorities, and a mechanism through which local communities can help shape their surroundings. The plan period covers 15 years between 2023 and 2038. The emerging Local Plan is still under development and is subject to a separate planning process. Further information on the new Local Plan can be found at www.n-somerset.gov.uk/newlocalplan.

1.5.8 Although the Scheme is funded through HIF, which looks to build infrastructure that caters to future homes and the growing population, the decision on exactly where future strategic housing growth will be located is being made separately through the Local Plan process. The draft new Local Plan has identified a new strategic growth location for 2,800 properties at Wolvershill (north of Banwell), referred to as “HIF housing”.

1.5.9 This development has been included in the traffic model for the Scheme and have been assessed as part of the do-something assessment for relevant topic chapters of Air Quality (ES Volume 1 Chapter 5), Noise and Vibration (ES Volume 1 Chapter 11) and Road Drainage and the Water Environment (ES Volume 1 Chapter 13). The proposals have been considered as part of the Cumulative Impact Assessment for the other technical chapters as appropriate. This assessment is qualitative and indicative based on the information currently available and is outlined in ES Volume 1 Chapter 15 – Cumulative Impact Assessment.

Assessment key dates

1.5.10 The environmental impact assessment has been based on the following:

- a) Baseline – 2021 or as identified in a specific topic chapter. The traffic model is based on 2018 data as outlined in relevant chapters
- b) Opening year – 2024

c) Design year - 2039

1.6 Ecology Surveys Scoping Opinion

1.6.1 An Ecology Survey Scoping Report, July 2021 was prepared to provide an update to the survey approach outlined in the EIA Combined Screening and Scoping Report, ES Volume 3 Appendix 1.E – Ecological Scoping Report.

1.6.2 A Scoping Opinion was received from the NSC County Ecologist, refer to ES Volume 3 Appendix 1.F - Ecology Scoping Opinion Comments.

1.6.3 The details of the response are listed in Table 1 - 3

Table 1 - 3 Scoping Opinion response from NSC Ecologist

Survey	NSC Scoping Opinion	Response
Reptiles and Amphibians (except GCN)	The proposed methodology is acceptable and in line with good practice	N/A
Great Crested Newt	The use of eDNA sampling to establish positive/negative results on ponds within 250 metres is acceptable. It would be useful to be provided with a map showing the locations of the ponds to be surveyed. The results of the eDNA surveys and approach to further survey and licensing should be agreed with the LPA in advance.	Location plan included in the factual report. Discussions with Natural England (NE) regarding licensing and further surveys ongoing.
Dormouse	The methodology for the surveys is acceptable and in line with good practice.	Details on survey methodology would be included in the factual report.
Water Vole	The general methodology is acceptable and in line with good practice.	Map of survey areas and water bodies to be included within the factual report
European Otter	The general approach is acceptable, however a map showing the survey area/water bodies would be useful. If evidence of otter is recorded, then further assessment in relation to potential impacts would be required and this may require follow up surveys.	Map of survey areas and water bodies to be included within the factual report
Kingfisher	The timing and approach to surveys is acceptable. As with the comments for otter and water vole, a map of the water bodies would be useful.	Map of survey areas and water bodies to be included within the factual report
Barn Owl	The approach to identifying potential roosts is acceptable. It is recommended that if roosts are found then further	Further assessment dependant on results of survey.

Survey	NSC Scoping Opinion	Response
	assessment in relation to impacts on foraging habitats from the scheme should be undertaken.	
Extended Phase 1 habitat survey	It is recommended that habitats are classified into UKHabs criteria along with condition assessments as set out by DEFRA.	Details on survey methodology are detailed in ES Volume 3 Appendix 8.Q.
National Vegetation Classification (NVC) (Phase 2 botanical survey)	This section lacks detail, further information in relation to the approach and level of detail of surveys is required.	Survey effort was expanded to cover the 3 route options. Details on survey methodology would be included in the factual report.
Hedgerows	The approach to hedgerow surveys is acceptable and in line with good practice.	N/A
Aquatic Macrophytes	The approach to aquatic macrophyte surveys is acceptable and in line with good practice.	N/A
River Corridor	General approach acceptable, again a map would be useful. Cross over between the other relevant surveys (e.g. otter, water vole) would be useful to ensure approach is joined up.	N/A
Aquatic Invertebrate	The approach is acceptable. Consultation on the areas of impact and the final surveys area should be agreed with NSC.	Locations based on the routes available at time of survey. Details on survey methodology would be included in the factual report.
Terrestrial Invertebrate	The approach to targeted surveys on habitats with most potential and most likely impact is welcomed, however, surveys restricted to August only are likely to miss certain species and would not be considered robust.	Survey constrained by announcement of the chosen route. Light trapping carried out in Banwell wood. Details on methodology included in the factual report.
Invasive non-native plant species	The approach is acceptable.	N/A
Bat Dwelling (Banwell Castle)	The approach to assessing the potential of the structure for bats is acceptable. Further information on the methodology/approach to follow up surveys if bat potential is confirmed should be provided and the relevance to the project.	Methodology in factual report. ES Volume 3 Appendix 8.G3
Advanced Bat Survey Techniques	The approach is acceptable and in line with good practice. It is recommended that Natural England are consulted on the methodology and approach to ensure a license would be issued.	Further meetings held with NE to discuss and agree scope of surveys. License - 2021-53671-SCI-SCI.
Other Bat Surveys - Ground Level Tree Assessments	General approach is acceptable, further information on the location and surveys areas in relation to potential impacts would be required	Details on survey methodology would be included in the factual report.

Survey	NSC Scoping Opinion	Response
(GLTA)		
Transect Surveys	The general approach is acceptable. Again, consultation with Natural England should be undertaken.	Consultation with NE has been ongoing.
Arboricultural Surveys	Methodology is acceptable. The use of consistent numbering between arb survey and tree surveys for bats should be adopted.	Agreed, tree numbering from Arboricultural survey would be used for GLTA surveys

1.7 Consultation and Engagement

- 1.7.1 A range of consultation and engagement has been undertaken between statutory and non-statutory consultees, landowners, relevant organisations, community groups and the general public.
- 1.7.2 Workshops, meetings and where appropriate, site visits have been carried out with specialist groups as part of topic assessments and are referenced within the relevant topic chapters.

Consultation with Statutory and Non-Statutory Bodies

- 1.7.3 Statutory and non-statutory bodies have been consulted throughout the options appraisal and the preparation of the ES through formal and informal, online and face to face meetings, email and telephone communication.
- 1.7.4 Environmental Liaison Group (ELG) meetings have been held throughout the development of the Scheme design. The outcomes of consultation have been considered when identifying the key issues and effects associated with the Scheme.
- 1.7.5 ELG meeting minutes can be found in ES Volume 3 Appendix 1.G1 – ELG Minutes. The following list shows the represented organisations who formed part of the ELG:

- a) North Somerset Council;

- b) Somerset County Council;
- c) Natural England;
- d) Historic England;
- e) Environment Agency;
- f) Mendip Hills AONB;
- g) Avon Wildlife Trust;
- h) Woodland Trust;
- i) Somerset Internal Drainage Board; and
- j) Levels and Moors Partnership.

- 1.7.6 The first ELG meeting was held on 7 July 2021. This was split into two separate sessions (for statutory and non-statutory bodies). The session provided an overview of: the approach to options appraisal; EIA screening and scoping; and the planning process.
- 1.7.7 The ELG meeting 2 was held on 5 November 2021. At this ELG the outcome of the options consultation was discussed and the early development of the preliminary design. The group was provided with an update of the ecological surveys and initial themes from specialist EIA topic areas.
- 1.7.8 The ELG meeting 3 was held on 2 February 2022. At this ELG the Scheme design, including landscape considerations were presented. The group was provided with an update of the Ecological Surveys and the specialist EIA topic areas.
- 1.7.9 ELG meeting 4 was held with non-statutory consultees on 28 April 2022 and with statutory consultees on 4 May 2022. The updated general arrangement drawings and environmental masterplans were presented together with an update on all the topic chapters.
- 1.7.10 The team met with the Design West North Somerset Design Review panel on 31st March 2022. This included a site visit and a presentation of the proposals. The response following the Design Review panel meeting is included as Planning Document – Design and Access Statement - Appendix A.

- 1.7.11 Chapter review meetings were held in June 2022 with representatives from Statutory bodies and the Local Planning Authority, to discuss the content of the technical chapters and agree any actions to finalise the chapters before the planning submission. Minutes were taken and the actions raised, alongside any written responses, have been considered in finalising the topic chapters and are included as part of ES Volume 3 Appendix 1.G2 – Response to draft ES Review.

Parish Council Meetings

- 1.7.12 Parish Council meetings and workshops were held in April 2021, November / December 2021, January 2022 and March 2022 with Banwell, Winscombe & Sandford, Locking and Churchill Parish councils. These meetings provided an opportunity to gain a better understanding of the existing situation in each village and to hear the concerns of the residents and local communities. The meetings in November / December 2021 were held to discuss the Scheme developments, with feedback considered in the development of the Scheme design.

Public Working Groups

- 1.7.13 Public working groups (organised in conjunction with Parish Councils) were held in May 2021 and November 2021, these provided an initial introduction to the Scheme and an update on the design proposals.

Webinars

- 1.7.14 Webinars have been held December 2021 with residents of Banwell on access changes as a result of the Scheme, including residents of Castle Hill, Dark Lane, Eastermead Lane and Moor Road.

Members of Parliament

- 1.7.15 MPs were contacted on a number of occasions to provide

updates on the development of the Scheme, details are provided below:

- a) 18 June 2021 – Letter to John Penrose MP, outlining the first consultation and offering a briefing.
- b) 10 September 2021 – Update on first consultation provided to John Penrose MP in response to constituent query.
- c) 4 March 2022 - Letter to John Penrose MP outlining second consultation and offering a briefing.
- d) 11 March 2022 - Letter to local MPs outlining the second consultation on the Scheme.

Walking, Cycling and Horse-riding groups

- 1.7.16 Engagement was undertaken with WCH groups and local users in a number of ways, including dedicated meetings/workshops, direct correspondence, and feedback provided through the public consultations.
- 1.7.17 The design team and NSC met with Banwell Equestrian Centre in December 2021 to discuss horse-riding in the area around Banwell.
- 1.7.18 An online Walking, Cycling and Horse-riding Workshop was held in March 2022, with representatives from local access groups and local residents, as well as NSC officers and councillors. Follow-up meetings were held with the British Horse Society, Sustrans and Cycling UK in April 2022.
- 1.7.19 Feedback was also provided on various WCH matters through the Parish Council meetings, detailed previously.
- 1.7.20 Full details of the engagement undertaken is reported in Planning Document - WCH Assessment Report and Planning Document - WCH Review Report – Preliminary Design.

Landowner engagement

- 1.7.21 In June / July 2020 initial engagement with landowners likely to be affected by the Scheme was undertaken by NSC. The majority of whom entered into license agreements for site

access to undertake surveys. Landowners have been updated with newsletters informing them of upcoming and ad-hoc surveys, with full details provided by their consultants and agents ahead of access being taken.

- 1.7.22 Follow-up meetings were offered to landowners along the bypass alignment in November / December 2021, after NSC's decision to proceed with the "Route 2" alignment. The latest General Arrangement (GA) drawings were presented by NSC's appointed agents. NSC's intention to negotiation terms for acquisition of land by agreement. NSC's agents issued further follow-up letters informing them of design alterations in February/March 2022, ahead of the latest round of public consultation.
- 1.7.23 Letters were also issued to landowners affected by wider mitigation works in February 2022, offering meetings to discuss NSC's proposals ahead of the latest round of public consultations. Meetings were held with the majority of respondents in March 2022 and consultation with non-respondents is ongoing. NSC anticipates that their agents will issue further correspondence and release terms for negotiation of acquisitions by agreement, in summer 2022.

Banwell Football Club

- 1.7.24 Meetings were held with key stakeholders for Banwell Football Club in November 2021 to discuss the Scheme; in December 2021 to discuss the finding of replacement land; and in March 2022 to review the status of the land used by Banwell Football Club refer to ES Volume 1 Chapter 12 Population and Human Health.

Summer 2021 – Route Options Public Consultation

- 1.7.25 A public consultation was undertaken between 5 July and 16 August 2021. The purpose of this consultation was to seek the public's views on the Banwell bypass options and specific views on how people use the A371 and A368 roads and what the existing problems are; the favoured Banwell bypass route; and

possible additional mitigation or enhancement measures within Banwell and the wider road network.

1.7.26 The results of this public consultation are covered in detail within the “Banwell Bypass and Highways Improvements Consultation” response report which can be found in Planning Document – First Public Consultation Report. A summary of the key themes that resulted from the consultation include:

- a) concern over traffic increases in neighbouring towns and villages (primarily Sandford, Churchill, and Winscombe);
- b) support for a bypass of all communities along A368, connecting into the A38 to the east;
- c) support for Route Option 2 as the route that best meets the Scheme objectives;
- d) a preference to provide an overbridge at Riverside to reduce potential traffic increases along Riverside;
- e) concerns about the impact that Route Option 2 would have on Banwell Football Club and associated recreation area;
- f) concerns over potential future housing being provided between a proposed bypass and existing residential area in Banwell;
- g) concerns over communities becoming disconnected/severed (comments primarily relate to potential severance of Riverside from rest of Banwell);
- h) concern of a new bypass being close to residential areas, with key concerns over air quality and noise pollution;
- i) concerns of the route impacting upon the existing countryside, footpaths / bridleways, the AONB and bat caves;
- j) comments raised about junction consideration (to also facilitate horse-riders);
- k) agreement / support for proposed southern link;
- l) support for further traffic calming measures within Banwell, such as:
 - one-way system / traffic lights proposal to prevent driver frustration
 - incorporation of cycling and walking networks
 - reinstatement of the square in the centre of Banwell.

Spring 2022 - Pre application Public Consultation

- 1.7.27 A six week non-statutory consultation was held between 10 March and 20 April 2022. The purpose of this consultation was to gather feedback to help inform particular elements of the design development of the Banwell Bypass and associated proposed changes to Banwell village and its surrounding area, including measures to reduce likely impacts of the Scheme in nearby villages Sandford, Churchill and Winscombe.
- 1.7.28 In total, 441 responses were received to the online survey and 36 letters were received.
- 1.7.29 The feedback, along with the findings from the environmental surveys and technical investigations and assessments, have been used by the Council to decide how best to develop the Scheme and associated works to mitigate impacts resulting from the Scheme before the planning application is submitted.
- 1.7.30 As part of the consultation, NSC provided information about the Scheme and asked stakeholders including the public for views on:
- a) The latest iteration of the design of the Banwell Bypass and Southern Link.
 - b) Proposed improvements to the village of Banwell.
 - c) Proposals to nearby roads and villages, including measures to address likely impacts of the Scheme.
- 1.7.31 Information in support of the consultation included plans and drawings showing the latest design changes to the Banwell Bypass and Southern Link following feedback from the first public consultation. Information also showed and described proposed changes to Banwell village and proposed changes to nearby roads and villages. In addition, results of the latest environmental surveys and technical investigations and assessments were provided, to help evidence some of the latest decision making.
- 1.7.32 The key themes identified were:
- a) Horse riding: comments on need for improved access lack of consideration.

- b) Wolvershill Road: comments on design and proposals and general objection to access restrictions.
- c) Rat running: comments concerning increased/worsening of rat runs and traffic in surrounding villages.
- d) Impact on greater horseshoe bats should be considered more.
- e) Negative impact on farming and risks to livestock.
- f) Concern over associated new housing being delivered.
- g) Comments regarding biodiversity net gain.
- h) Speed restrictions: the proposed 20mph speed limits were acknowledged, but further measures are considered necessary to slow traffic. It was suggested that speed cameras are installed.
- i) Churchill Academy: it is important that Churchill Academy students have a safe route to school and therefore a controlled pedestrian crossing point should be provided on the A368 Dinghurst Road close to the junction with Hilliers Lane bus stop.
- j) Requests that mitigation measure budget is ring fenced to ensure funds are not used in over-spend of constructions costs.

1.8 Carbon management

- 1.8.1 Carbon Management has been an integral part of the development of the Scheme. Consideration of carbon impacts has been at the core of decision making and consideration of options and alternatives refer to ES Volume 1 Chapter 14 Climate.
- 1.8.2 A Carbon Management Plan (CMP) was prepared early in the development of the Scheme. (Refer to ES Volume 3 Appendix 14.D – Carbon Management Plan). The CMP defines how whole life carbon emissions, associated with the Scheme, are quantified and managed. The report sets out how the whole life carbon assessment results will be reported and communicated with the project team for action.
- 1.8.3 A baseline carbon assessment was used as a measure for considering the development of the Scheme against the set targets. This was reported upon in the Carbon Baseline Report,

ES Volume 3 Appendix 14.C - Carbon Baseline Report.

- 1.8.4 The Carbon Assessment Report quantifies the carbon emissions of the Scheme that would be submitted with the planning application and have been used to inform the EIA as reported on in the ES. This has been compared to the carbon baseline of the tender design undertaken by WSP in the August of 2020, with the aim of reducing the carbon impact in line with the targets set out in Section 5 of the Carbon Baseline Report. Refer to ES Volume 3 Appendix 14.F – Carbon Assessment Report.

1.9 Planning Application

- 1.9.1 This ES forms part of the planning application for the Scheme. The following documents should be read alongside the ES:

Planning Statement

- 1.9.2 The Planning Statement has been prepared to support the planning application for the Scheme. This Statement sets out the need for, and benefits of the scheme, and how it is able to comply with relevant legislation and the Local Development Plan. It presents the case for the Scheme for planning refer to Planning Document – Planning Statement.

Design and Access Statement

- 1.9.3 A Design and Access Statement (DAS) has been prepared to support the application for the Scheme and to explain the design principles and concepts that have been applied to the design development. For further details refer to Planning Document - Design and Access Statement.

Habitat Regulations Assessment

- 1.9.4 A Habitats Regulations Assessment (HRA) is the means by which a competent authority is able to identify whether a plan or project would have an impact on the integrity of any international site and to ascertain the significance of the impact.
- 1.9.5 There is the potential to affect the qualifying features of the North Somerset and Mendip Bats Special Area of Conservation (SAC) which include Lesser horseshoe bat (*Rhinolophus hipposideros*) and Greater horseshoe bat (*Rhinolophus ferrumequinum*). Further details are included in the Habitats Regulations Assessment Report in ES Volume 3 Appendix 8.C and ES Volume 1 Chapter 8 – Biodiversity.

Equality Impact Assessment

- 1.9.6 An Equality Impact Assessment (EqIA) has been undertaken, including consultation with Equality Groups in accordance with the scope outlined in the Combined Screening and Scoping Report to support the ES for the Scheme. Refer to ES Volume 3 Appendix 1.B.
- 1.9.7 A EqIA report presents the finding of the EqIA aimed to identify the equality effects of the Scheme on the equality groups. Refer to ES Volume 3 Appendix 12.A - Equality Impact Assessment and ES Volume 1 Chapter 12 – Population and Human Health.

Health Impact Assessment

- 1.9.8 A Health Impact Assessment (HIA) has been prepared to support the ES for the Scheme.
- 1.9.9 The HIA report presents the findings of the HIA aimed to identify the health and wellbeing effects of the Scheme on the population. Refer to Planning Document - Health Impact Assessment.