

LOCAL DEVELOPMENT FRAMEWORK
INFRASTRUCTURE DELIVERY PROGRAMME
INFRASTRUCTURE TABLES & APPENDICES
NOVEMBER 2011



Bath and North East Somerset
Local Development Framework



Appendix 1: Detailed Schedule of Infrastructure Projects

The table below outlines the infrastructure categories including in the subsequent tables.

Category	Description
Infrastructure item name	These descriptors (infrastructure code and name) are reflected in the Core Strategy to refer to specific infrastructure item names.
Infrastructure category	Identifies the infrastructure category that the item is within e.g. Transport, Green Infrastructure etc
Infrastructure item status	Key infrastructure items are those which are significant in terms of the delivery of the vision for the area, without which development would struggle to come forward. If these do not come forward alternative means of providing for the infrastructure need will need to be met. These items should be have an evidence base and should be well defined projects with either funding allocated or in advanced stages of securing funding. These key items also include infrastructure that is necessary to facilitate the development of sites. Desirable infrastructure items are those which are considered to be important items, but which at this time are not able to be sufficiently evidenced or justified as key infrastructure items. These reflect projects that need to be further scoped, developed and funded.
Cost	Where identified costs of infrastructure provision are included where known; in some cases it is too early to quantify costs.
SHLAA Reference	Reference has been made to the Strategic Housing Land Availability Assessment (SHLAA) where infrastructure items are relevant to the delivery of individual sites contained within that document. Where this is the case the reference code has been given.
Funding	Details of funding sources are included where costs are specified or potential funding streams identified e.g. funding sources or bodies.
Phasing	Commentary on the phasing of the infrastructure item where known is included, particularly where this relates to funding streams or programmes that have specific phases. This has been colour coded which is explained in the key below.
Risks	Risks associated with the delivery of the infrastructure item are included, for example issues to be resolved or potential reasons for the infrastructure item not being deliverable.
Contingencies	In line with PPS12 this explains what alternatives to the provision of the infrastructure item exist or have been considered. This is particularly necessary where the provision of infrastructure items is uncertain.
Lead Agencies	Lead agencies in the delivery of the infrastructure item are listed.
Relevant Policy areas	To relate the infrastructure items back to the place based approach in the Core Strategy the infrastructure items have been listed by location i.e. District Wide; Bath; Keynsham; Midsomer Norton & Radstock; Rural Areas.
Evidence	This refers to key evidence of plans of the Council or Infrastructure Providers upon which the inclusion of the infrastructure item is based.

Phasing Key:

Complete	Committed / funding mechanism in place	Uncertain	Longer term / aspiration	✓: Expected scheme completion	➤: Scheme ongoing
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District Wide

DWI.1 Direct Public Investment in Affordable Housing		Category: Affordable Housing	Status: Key															
<p>The Core Strategy includes an affordable housing policy which will seek a proportion of housing delivery to be provided as affordable housing either on site or as a commuted sum contribution for smaller sites. However, in addition to this policy direct investment is Key to help to meet the acute housing need.</p>																		
<p>Cost: £15.5m HCA funding</p>	<p>Funding Sources: Direct Public Investment from HCA: The <i>West of England Single Conversation: Development Infra-structure and Investment Plan</i> describes the priorities for growth and development. It is aligned with the Core Strategy trajectory for housing delivery, and directs and informs the requirement for HCA investment.</p> <p>The Coalition Government has announced £4.5bn as the national investment budget for affordable housing delivery for the next four years (2011-15). Details of how this will impact locally are yet to be published. Currently £15.5m is allocated in the West of England document above to support affordable housing delivery in B&NES over that period, but this will be subject to review.</p> <p>To augment the much reduced level of public investment, Housing Associations (Registered Providers) will introduce from April 2011 Affordable Rented tenancies – these offer property at below market rents but will generate higher revenue to fund future capital investment into affordable housing.</p>																	
Risks:																		
Contingencies:																		
<p>This funding is Key to help address the acute affordable housing need in the district. However, the Core Strategy policy for affordable housing assumes a grant free policy position, which should lead to the significant delivery of affordable housing alongside market housing by the private sector.</p>																		
<p>Evidence: Single Conversation: West of England Delivery & Infrastructure Investment Plan (2010) p5; B&NES Viability Study (2010); West of England Strategic Housing Market Assessment (2009) B&NES Strategic Land Availability Assessment (2010); HCA Investment Allocations Reports (Dec 2010 onwards); Evidence gathering for IDP (Strategic Housing Development Team)</p>		<table border="1"> <tr> <th colspan="3">Phasing:</th> </tr> <tr> <th>2011/12-2015/16</th> <th>2016/17-2020/21</th> <th>2021/22-2025/26</th> </tr> <tr> <td>➤ HCA Investment period 2010-2015</td> <td>➤ Potential for S106: Site specific infrastructure</td> <td>➤ Potential for S106: Site specific infrastructure</td> </tr> <tr> <td colspan="2">Relevant policy areas:</td> <td>Lead Agencies:</td> </tr> <tr> <td colspan="2">District-wide</td> <td>West of England Authorities; HCA; Strategic Housing Association Partners</td> </tr> </table>		Phasing:			2011/12-2015/16	2016/17-2020/21	2021/22-2025/26	➤ HCA Investment period 2010-2015	➤ Potential for S106: Site specific infrastructure	➤ Potential for S106: Site specific infrastructure	Relevant policy areas:		Lead Agencies:	District-wide		West of England Authorities; HCA; Strategic Housing Association Partners
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District-wide		West of England Authorities; HCA; Strategic Housing Association Partners																

DWI.2a Residual and other waste treatment facilities		Category: Waste		Status: Key			
<p>The Joint Waste Core Strategy aims to minimise waste and maximise self-containment within the West of England. It includes a spatial strategy for the provision of residual waste facilities. Two strategic sites are identified for residual waste treatment within B&NES: Broadmead Lane, Keynsham and Former Fuller's Earth Works, Odd Down in Bath. These are likely to come forward for development led by the private sector and / or the waste industry. These companies would provide the facility and charge gate fees for receiving and treating waste, which could include commercial and industrial waste from businesses.</p> <p>Some types of treatment facilities for residual waste and other segregated waste streams such as food waste, including from businesses, restaurants, catering companies etc, may also be proposed by a range of developers in combination with renewable energy supply proposals.</p> <p>See also BI.13 and KI.15</p>							
Cost: Not quantified		Funding Sources:					
		<ul style="list-style-type: none"> - Private sector/waste industry led - Partnership developments 					
Risks: Developers for allocated sites may not come forward. Lack of accessible facilities for waste collection companies and businesses could lead to an increase in fly-tipping.							
Contingencies: Delivery issues and contingencies considered as part of the Joint Waste Core Strategy.							
Evidence: Joint Waste Core Strategy (West of England, 2010) Evidence gathering for IDP (Waste Services) Joint Residual Municipal Waste Management Strategy (West of England 2008) B&NES Waste Strategy (2005) Towards Zero Waste 2020		Phasing					
		2011/12-2015/16		2016/17-2020/21		2021/22-2025/26	
		>		>		>	
		Relevant policy areas: District-wide				Lead Agencies: Private sector / waste industry / renewable energy companies	

DWI.2b Council/Public Waste & Recycling Facilities		Category: Waste		Status: Key	
<p>Council-owned waste assets in the district are significant to fulfil its legal (WDA/WCA) responsibilities. These include three public recycling centres, collection depots and waste transfer sites. The current trend is for decreasing total household waste; however an increase in house-building and an upturn in the economy could cause this to change upwards. Existing public household waste recycling centres may require redevelopment or upgrading to cope with increased levels and different types of waste, or new facilities may be needed to increase accessibility across the district. This could be due to major housing developments within B&NES or in close proximity across a neighbouring authority border.</p>					
Cost: Not quantified		Funding Sources:			
		<ul style="list-style-type: none"> - Housing developer contributions - Partnership developments with the private sector / waste industry - Alternative funding sources to be identified 			
<p>Risks: Lack of accessible facilities for the public could lead to an increase in fly-tipping. Restricted capacity to provide recycling facilities could mean higher landfill disposal costs, primarily through Landfill Tax.</p>					
<p>Contingencies: There is limited space to increase the range of materials collected for recycling (and so diverting waste from landfill) or to increase the throughput of cars and trailers within the existing sites' constraints.</p>					
<p>Evidence: B&NES Waste Strategy (2005) Towards Zero Waste 2020 Joint Waste Core Strategy (West of England, 2010) Evidence gathering for IDP (Waste Services) Joint Residual Municipal Waste Management Strategy (West of England 2008)</p>			Phasing		
			2011/12-2015/16	2016/17-2020/21	2021/22-2025/26
			>	>	>
			Relevant policy areas:		Lead Agencies:
District-wide		Council Commercial/housing developers			

DWI.3a Early Years		Category: Education	Status: Key															
<p>The need for provision for early years is informed by the <i>B&NES Childcare Sufficiency Report</i>. This concluded that the local area has a larger than national average number of private and voluntary providers, the number of children requiring childcare and the number of childcare places being provided is in a constant state of flux, and that the most popular form of childcare continues to be family members. It is expected that delivery of future provision will be through the Private, Voluntary or Independent (PVI) sectors with the Council only being a provider of last resort.</p> <p>Much of the capital work carried out by the Council during the last 10 years was as a result of funding received from the Department for Education. Following the change of Government to the Coalition and the current spending round announcements from 2011-2013 there is no capital funding coming to the service from this source.</p> <p>At Midsomer Norton & Radstock and in rural areas there is considered to be greater capacity for existing early years facilities to accommodate growth utilising developer contributions to add extra capacity. This is due to both the lower levels of growth anticipated and the greater potential for extension or expansion of existing facilities.</p>																		
<p>Cost: Not quantified</p>	<p>Funding Sources:</p> <ul style="list-style-type: none"> • Section 106 capital in development areas where there is a childcare shortfall (required by planning obligations SPD until 2014/adoption of CIL • No central government capital funding during 2011-2013 • Private, Voluntary or Independent (PVI) sectors expected to provide future provision 																	
<p>Risks: Current planning obligations regime will end in 2014/on adoption of CIL. Changes in government policy could change the way in which education is delivered.</p>																		
<p>Contingencies: There is a statutory obligation on the Council to ensure sufficiency of early years provision. There could be some phasing options around the delivery of facilities.</p>																		
<p>Evidence: Evidence gathering for IDP(Local Education Authority) B&NES Childcare Sufficiency Report (Children's Services) for early years: http://www.bathnes.gov.uk/SiteCollectionDocuments/Education%20and%20Learning/Family%20Information%20Service/CSA%202011%20Final%20Report%20JAN%202011.pdf</p>		<table border="1"> <tr> <td colspan="3">Phasing:</td> </tr> <tr> <td>2011/12-2015/16</td> <td>2016/17-2020/21</td> <td>2021/22-2025/26</td> </tr> <tr> <td>➤ Section 106 capital until 2014</td> <td>➤ Potential for CIL capital</td> <td>➤ Potential for CIL capital</td> </tr> <tr> <td colspan="2">Relevant policy areas:</td> <td>Lead Agencies:</td> </tr> <tr> <td colspan="2">District-wide</td> <td>Local Education Authority; Developers/Landowners; Private, Voluntary or Independent (PVI) sectors</td> </tr> </table>		Phasing:			2011/12-2015/16	2016/17-2020/21	2021/22-2025/26	➤ Section 106 capital until 2014	➤ Potential for CIL capital	➤ Potential for CIL capital	Relevant policy areas:		Lead Agencies:	District-wide		Local Education Authority; Developers/Landowners; Private, Voluntary or Independent (PVI) sectors
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DWI.3b Primary Education	Category: Education	Status: Key	
<p>A review of primary schools within Bath has been completed. The need generated by allocated sites and sites with planning permission has been taken into account (e.g. for Bath Western Riverside the trigger points at which a new primary school are required are established).</p>			
<p><i>Future Development</i></p>			
<p>The Local Education Authority considers that the majority of existing primary schools are at or heading towards capacity and it is anticipated that there will be minimal or nil surplus capacity to absorb children generated from new housing development and therefore developer contributions will be required to accommodate them.</p>			
<p>At present there is an increasing primary and secondary age population; it is anticipated that the increase in primary age children will reach the first year of secondary school in 2017/18 resulting in an increase in secondary school age pupils at this time. It is difficult to predict whether the increase in primary school aged pupils will be sustained, and early indications show that this increase may be levelling off.</p>			
<p>Whilst growth in all age ranges is anticipated over the plan period, the most significant increase is for the age range entering primary school.</p>			
<p>At Midsomer Norton & Radstock and in rural areas there is considered to be greater capacity for existing primary schools facilities to accommodate growth utilising developer contributions to add extra capacity. This is due to both the lower levels of growth anticipated and the greater potential for extension or expansion of existing facilities. In other parts of the Authority, whole new primary schools are likely to be required.</p>			
<p>Cost: dependent on delivery strategy and phasing. Smaller extensions as per B&NES Planning Obligations SPD, whole new facilities more costly.</p>	<p>Funding Sources: Developer contributions required by SPD until 2014/introduction of CIL</p>		
<p>Risks: Current planning obligations regime will end in 2014/on adoption of CIL. Changes in government policy could change the way in which education is delivered.</p>			
<p>Contingencies: There is a statutory obligation to provide sufficient primary school places. There could be some phasing options around the delivery of facilities.</p>			
<p>Evidence: Evidence gathering for IDP(Local Education Authority) BB&NES Primary School Review (Overview & Scrutiny Panel) 25 Jan 2010</p>	<p>Phasing:</p>		
	<p>2011/12-2015/16</p>	<p>2016/17-2020/21</p>	<p>2021/22-2025/26</p>
	<p>➤ Section 106 capital until 2014</p>	<p>➤Potential for CIL capital</p>	<p>➤Potential for CIL capital</p>
	<p>Relevant policy areas: District-wide</p>		<p>Lead Agencies: Local Education Authority; Developers/Landowners</p>

DWI.3c Secondary Education	Category: Education	Status: Key															
<p>The Council is currently in the process of reorganising secondary education in Bath which is intended to remove excess places and result in a close match between supply and demand and this is now entering its final stages. A review of primary schools has also been completed. The need generated by allocated sites and sites with planning permission has been taken into account (e.g. for Bath Western Riverside the trigger points at which a new primary school are required are established).</p> <p><i>Future Development</i></p> <p>The Local Education Authority considers that the majority of existing secondary schools are at or heading towards capacity and it is anticipated that there will be minimal or nil surplus capacity to absorb children generated from new housing development and therefore developer contributions will be required to accommodate them.</p> <p>At present there is an increasing primary and secondary age population, it is anticipated that the increase in primary age children will reach the first year of secondary school in 2017/18 resulting in an increase in secondary school age pupils at this time. It is difficult to predict whether the increase in primary school aged pupils will be sustained, and early indications show that this increase may be levelling off.</p> <p>If additional secondary provision is required this is likely to be provided via the expansion of existing facilities.</p>																	
<p>Cost: dependent on delivery strategy and phasing. Smaller extensions as per B&NES Planning Obligations SPD, whole new facilities more costly.</p>	<p>Funding Sources: Developer contributions</p>																
<p>Risks: Changes in government policy could change the way in which education is delivered.</p>																	
<p>Contingencies: There is a statutory obligation to provide sufficient school places (primary & secondary) and to ensure sufficiency of early years provision. There could be some phasing options around the delivery of facilities.</p>																	
<p>Evidence: Evidence gathering for IDP(Local Education Authority) B&NES Secondary Schools Reorganisation 2006-2010</p>	<table border="1"> <tr> <th colspan="3" data-bbox="1294 873 2103 908">Phasing:</th> </tr> <tr> <td data-bbox="1294 908 1563 943">2011/12-2015/16</td> <td data-bbox="1563 908 1839 943">2016/17-2020/21</td> <td data-bbox="1839 908 2103 943">2021/22-2025/26</td> </tr> <tr> <td data-bbox="1294 943 1563 1003">➤ Section 106 capital until 2014</td> <td data-bbox="1563 943 1839 1003">➤ Potential for CIL capital</td> <td data-bbox="1839 943 2103 1003">➤ Potential for CIL capital</td> </tr> <tr> <td colspan="2" data-bbox="1294 1003 1749 1038">Relevant policy areas:</td> <td data-bbox="1749 1003 2103 1038">Lead Agencies:</td> </tr> <tr> <td colspan="2" data-bbox="1294 1038 1749 1121">District-wide</td> <td data-bbox="1749 1038 2103 1121">Local Education Authority; Developers/Landowners</td> </tr> </table>		Phasing:			2011/12-2015/16	2016/17-2020/21	2021/22-2025/26	➤ Section 106 capital until 2014	➤ Potential for CIL capital	➤ Potential for CIL capital	Relevant policy areas:		Lead Agencies:	District-wide		Local Education Authority; Developers/Landowners
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Relevant policy areas:		Lead Agencies:															
District-wide		Local Education Authority; Developers/Landowners															

DWI.4 Acute Care		Category: Health	Status: Key												
<p>The Royal United Hospital NHS Trust in Bath provides acute treatment and care for a catchment population of 500,000 in Bath and the surrounding towns and countryside of North East Somerset and Western Wiltshire. Acute care is focused on the young and old and therefore the demographic profile of the population has a greater influence on the demand for services than the total number. Locally it is these two age groups that are expected to grow.</p> <p>The RUH has a five year plan which will see outdated buildings replaced by new facilities. These will include a new oncology out-patients department and ward, linear accelerator simulator suit, pharmacy, pain clinic, cancer services department, patient affairs, therapies unit, medical physics, nuclear medicine department, discharge centre, staff facilities, chemotherapy and day cases accommodation, medical records and IT services, laboratories, mortuary, car parking and landscaping.</p>															
<p>Cost: £38.752m for RUH redevelopment</p>	<p>Funding Sources: Redevelopment plan approved by RUH board RUH awaiting confirmation of a £10m grant from the Department of Health An element of charity fundraising for cancer unit</p>														
<p>Risks: Risk that capital funding is not secured from Department of Health to improve facilities.</p>															
<p>Contingencies:</p>															
<p>Evidence: Evidence gathering for IDP (Royal United Hospital NHS Trust) No specific issues raised in relation to primary care provision (GPs/Dentists/Health Centres) as part of the evidence gathering process for the IDP (B&NES PCT) Bath Chronicle article 16/6/11: http://www.thisisbath.co.uk/pound-40m-RUH-facelift-boost-cancer-services/story-12782522-detail/story.html RUH Strategic Direction 2009-2013: http://www.ruh.nhs.uk/about/business_plan/documents/RUH_Strategic_Direction_2009-2013.pdf RUH Estates Strategy http://www.ruh.nhs.uk/about/trustboard/2011_06/documents/15_appendix_1.pdf</p>		<table border="1"> <thead> <tr> <th colspan="3">Phasing</th> </tr> <tr> <th>2011/12-2015/16</th> <th>2016/17-2020/21</th> <th>2021/22-2025/26</th> </tr> </thead> <tbody> <tr> <td>></td> <td>✓</td> <td></td> </tr> <tr> <td colspan="2">Relevant policy areas: District Wide</td> <td>Lead Agencies: Department of Health RUH NHS Trust</td> </tr> </tbody> </table>		Phasing			2011/12-2015/16	2016/17-2020/21	2021/22-2025/26	>	✓		Relevant policy areas: District Wide		Lead Agencies: Department of Health RUH NHS Trust
Phasing															
2011/12-2015/16	2016/17-2020/21	2021/22-2025/26													
>	✓														
Relevant policy areas: District Wide		Lead Agencies: Department of Health RUH NHS Trust													

DWI.5 Power Generation & Distribution		Category: Energy	Status: Key	
<p>A large number of companies are involved in the generation of electricity using nuclear, coal, gas and wind power etc.</p> <p>The UK extra high-voltage grid (275kV and 400kV) is owned and operated by the National Grid Electricity Transmission. NGET has the responsibility for balancing supply and demand to maintain operation of the country's network.</p> <p>Western Power Distribution (South West) Plc is the licensed electricity distribution network operator (DNO) within B&NES, distributing electricity from the national grid to consumers. They own the network and power distribution system, are responsible for the maintenance, repair, reinforcement of the network to cope with changing patterns of demand and extending the network to connect new customers.</p> <p>The distribution functions are regulated monopolies where Ofgem regulates distribution prices. General income and levels of investment are agreed with Ofgem on a 5 year cycle, based on historic trends and major known future developments. Connection charges are made in accordance with their published charging statement, which requires developers to fully contribute to the network being installed for their sole use and disproportionately contributing to shared network reinforcement. Whilst DNOs could plan over a longer term they will only install infrastructure as developers apply for connection as this is the main funding mechanism.</p> <p>National Grid has no high voltage electricity overhead transmission lines / underground cables within B&NES and no future planned works for this area at present.</p> <p>Western Power Distribution confirms that overall the existing distribution network within B&NES is robust and capable of accommodating moderate incremental load. Specific reinforcement of the network is determined on a case by case basis and is predominantly customer driven to supply new residential, commercial or industrial developments. Western Power Distribution also maintains the long-term aspiration of increasing the nominal voltage level of the Bath distribution network from the existing level of 6,600V to 11,000V. This will have the effect of significantly increasing the capacity of the HV network but will require extensive investment and infrastructure works.</p>				
Cost: not quantified	Funding Sources: <ul style="list-style-type: none"> - Private sector funded - Western Power Distribution (South West) Plc - Additional costs may fall to developers where larger points of growth. 			
Risks: Lack of capacity could act as a constraint to development particularly in central Bath and the river corridor where larger points of growth.				
Contingencies:				
Evidence: Evidence gathering for the IDP (WPDSW & National Grid) Western Power Distribution Investment Planning – Bristol IDP		Phasing:		
		2011/12-2015/16	2016/17-2020/21	2021/22-2025/26
		>	>	>
		Relevant policy areas: District wide		Lead Agencies: Western Power Distribution (South West) Plc National Grid

DWI.6 Gas Supply		Category: Energy		Status: Key	
<p>The national transmission system (NTS) is the high-pressure part of National Grid's pipeline network which delivers gas to regional distribution companies. Local Distribution Zones are operated by gas Distribution Operators (DOs). Wales & West Utilities (WWU) are responsible for the transportation of gas from the national grid network to consumers within B&NES.</p> <p>National Grid has no works planned for the gas transmission network in Bath and North East Somerset's administrative area at present.</p> <p>WWU are required to "maintain an efficient and economical pipeline system" under the Gas Act 1986. WWU have a plan (the Long Term Development Statement) to guide new investment in the gas distribution network for the next 10 years based on estimated growth in the market. WWU will expand or grow large areas of the network to ensure minimum capacity in anticipation of developments which are normally phased over many years and have already been approved and committed to by the local authority. These expansions will be funded by WWU as part of their investment procedure.</p> <p>In terms of costs for reinforcement and network growth, Wales & West Utilities have two different systems depending on the level of growth. For individual sites/single users, any reinforcement of the network would be designed following a request for a quotation and put through an economic test on a case by case basis to determine the level of the customer's financial contribution, (if any). For larger sites Wales & West Utilities would address the issue of expanding the network if necessary to meet these future requirements.</p>					
Cost: not quantified		Funding Sources: Private Sector funded –Wales & West Utilities or developer funded			
Risks:					
Contingencies: Alternative forms of energy such as decentralised CHP and renewable energy will decrease reliance on one fuel source in the district.					
Evidence: West of England IDP Wales & West Utilities Infrastructure Plan			Phasing:		
			2011/12-2015/16	2016/17-2020/21	2021/22-2025/26
			➤	➤	➤
			Relevant policy areas: District wide		Lead Agencies: Wales & West Utilities

DWI.7 District wide Water Supply		Category: Water & Drainage	Status: Key						
<p>Wessex Water has an approved Water Resources Plan for future growth across the region. Future demand can be met from existing resources and there are contingency plans in place of drought measures. No new abstraction licenses are required.</p> <p>Bristol Water provides drinking water to over 1.1m people; it serves the majority of the district with the exception of the city of Bath and its immediate surroundings, which are served by Wessex Water.</p> <p>Draft Bristol Water plan takes account of forecast growth to plan water supply for the next 25 years, having regard to the impacts of climate change and opportunities to increase water efficiency. Leakage reduction and metering are major elements of the strategy. Bristol Water has identified the requirement for the provision of further raw water reservoir storage. Based on current information, it is envisaged that the reservoir will be located within Sedgemoor District, however, there is a degree of uncertainty with regards to the precise nature, timing and location of this project.</p> <p>Engineering appraisal will be required for major sites to confirm the scope and extent of improvements to the existing infrastructure. On-going consultation with Wessex Water & Bristol Water should be maintained to ensure infrastructure capacity improvements are planned to match the rate of development</p>									
<p>Cost: not known</p>	<p>Funding Sources: Private sector funding. Ongoing repair and improvement costs met by Ofwat and through customer charging. Funding for strategic infrastructure and development of the system is through internal investment by the water companies which is inevitably related to consumer prices. For new developments the costs of the local infrastructure needed for connections is charged to the developer, nominally at cost.</p>								
<p>Risks: Demand could outstrip supply or efficiency savings could fail to be made. Network improvements should be planned to match the rate of development.</p> <p>There are small pockets where further water abstraction would currently be restricted. These are in the south west (Chew and Ubley area) and the north east (north east of Bath). Consumptive licences (i.e. for public supply) are unlikely to be granted in these areas as they would be unsustainable at times of lower flow. However, this is unlikely to hinder development</p>									
<p>Contingencies: There are further opportunities for abstraction that could be explored, such as the reinstatement of small sources or abstraction from the river Avon. Bristol Water retains the use of temporary water use restrictions as a last resort.</p>									
<p>Evidence: Evidence gathering for IDP (Wessex Water & Bristol Water) Evidence gathering for IDP (Environment Agency) Draft Bristol Water Management Plan (2010) Bristol City Council IDP (2010) Catchment Abstraction Management Plan (Environment Agency)</p>		<p>Phasing:</p> <table border="1"> <thead> <tr> <th>2011/12-2015/16</th> <th>2016/17-2020/21</th> <th>2021/22-2025/26</th> </tr> </thead> <tbody> <tr> <td>➤ Funding from Wessex Water/Bristol Water & developer</td> <td>➤ Funding from Wessex Water/Bristol Water & developer</td> <td>➤ Funding from Wessex Water/Bristol Water & developer</td> </tr> </tbody> </table>		2011/12-2015/16	2016/17-2020/21	2021/22-2025/26	➤ Funding from Wessex Water/Bristol Water & developer	➤ Funding from Wessex Water/Bristol Water & developer	➤ Funding from Wessex Water/Bristol Water & developer
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		<p>Relevant policy areas: District wide</p>	<p>Lead Agencies: Bristol Water Wessex Water</p>						

DWI.8 Waste Water		Category: Water & Drainage		Status: Key	
<p>Wessex Water provides a sewerage service for the whole district, taking sewerage from properties through a network of piping to pumping stations and sewage treatment plants within the district. The largest plant is in Saltford, which takes sewerage from Bath and there are smaller works in the Norton Radstock area.</p> <p>Physical assets in the district include pumping stations, treatment plants and the sewer network. An asset management plan capturing capital investment is agreed with the regulator Ofwat every 5 years. Regard has been had of the RSS figures in anticipating future demand.</p> <p>Infill development provides the opportunity to increase capacity as surface water can be separated from combined sewers this provides potential links to SUDs projects. Modelling is required to confirm and quantify the scope of work required by a development.</p> <p>Engineering appraisal will be required for major sites to confirm the scope and extent of improvements to the existing infrastructure. Ongoing consultation with Wessex Water & Bristol Water should be maintained to ensure infrastructure capacity improvements are planned to match the rate of development. Delivery methods will include the inclusion of conditions or entering into planning agreements to ensure that proper provision is made for sewerage, both on and off site. These may cover points of connection to the existing sewerage system, provision of extra capacity in the system and the phasing of the development</p>					
Cost: not specified		Funding Sources:			
		<p>Private Sector funded. Ongoing repair and improvement costs met by Ofwat and through Customer charging. New development will require sewerage connection at developer's cost, for large scale development these costs will be significant. Modelling for this will be charged to the developer.</p>			
Risks: Disruption could be caused by not planning works. Demand could outstrip that anticipated. Network improvements should be planned to match the rate of development.					
Contingencies: Developer contributions can be sought to cover additional demand					
Evidence:		Phasing:			
<p>Bristol City Council IDP Wessex Water Business Plan 2010-15 Evidence gathering for IDP (Wessex Water)</p>		<p>2011/12-2015/16</p> <p>></p>		<p>2016/17-2020/21</p> <p>></p>	
		<p>2021/22-2025/26</p> <p>></p>			
		<p>Relevant policy areas:</p> <p>District wide</p>		<p>Lead Agencies:</p> <p>Wessex Water</p>	

DWI.9 Playing Pitches		Category: Sport	Status: Key						
<p>The Council manages 124 football pitches, 42 cricket pitches and 62 Rugby pitches. The playing pitch strategy makes the following projections to 2021:</p> <ul style="list-style-type: none"> - Football pitches: surplus of senior pitches (40), deficit of junior (22) and mini (26) pitches; 21 sites are rated as poor/below quality. Six clubs have expressed latent demand; this equates to a requirement for an additional 2 senior and 2 junior pitches. The surplus should be considered in the context of its potential contribution to addressing the deficit - Cricket pitches: deficit of 4.8 pitches - Rugby pitches: surplus of senior pitches (31.2), deficit of junior (19.4) and mini (0.8) pitches; Five sites are overplayed on a weekly basis. Future Team Generation Rates indicate there will be an additional 7.7 teams across the Area over the next few years. A further four pitches are needed to accommodate this growth. A surplus of senior pitches in the Area is anticipated alongside a deficit of junior and mini rugby pitches. The overall demand/deficit for pitches is likely to be offset by the surplus of senior pitches <p>Capacity of existing pitches can be improved through investment.</p> <p>Safeguard current provision at the 'Fry's Club' site to cater for increased demand resulting from housing development and increased participation. Increase/improve changing accommodation at the 'Fry's Club' site.</p> <p>Work towards the development of multi pitch, hub club sites as a preferred investment strategy.</p>									
Cost: not quantified	Funding Sources: Development requirement for Somerdale site Developer contributions including re-provision where necessary Potential funding for community green spaces: http://www.communities.gov.uk/publications/communities/greenspacefunding								
Risks:									
Contingencies:									
Evidence: Built Facilities Strategy (2009) Draft Playing Pitch Assessment (2009) Green Space Strategy (2008) Evidence gathering for IDP (B&NES Council) Fry Club Keynsham: Development of Sports & Social Facilities (PLC, Dec 2009) Evidence gathering for IDP (Sport and Active Lifestyles Team)		Phasing: <table border="1"> <thead> <tr> <th>2011/12-2015/16</th> <th>2016/17-2020/21</th> <th>2021/22-2025/26</th> </tr> </thead> <tbody> <tr> <td>></td> <td>></td> <td>></td> </tr> </tbody> </table>		2011/12-2015/16	2016/17-2020/21	2021/22-2025/26	>	>	>
2011/12-2015/16	2016/17-2020/21	2021/22-2025/26							
>	>	>							
		Relevant policy areas: District Wide	Lead Agencies: B&NES Council Developers						

DWI.10 Green Space (Formal, Natural & Allotments)		Category: Green Infrastructure	Status: Key	
<p>The Council manages and maintains 50 hectares of formal parkland as well as 200 hectares of public open space, sports pitches and highway verges. Included within this are parks, recreation grounds and public open spaces, floral displays, allotments, trees, woodland and parks and open spaces events.</p> <p>The Council's Green Space Strategy contains local provision standards and identifies deficits in green space. Future investment is needed as there is a general lack of allotments across the district with more localised shortages of natural space and to a lesser degree formal space.</p>				
Cost: not quantified	Funding Sources: Developer Contributions Potential funding for community green spaces: http://www.communities.gov.uk/publications/communities/greenspacefunding			
Risks:				
Contingencies:				
Evidence: Green Space Strategy (2008) Evidence gathering for IDP (B&NES Council) Emerging B&NES Green Infrastructure Strategy		Phasing:		
		2011/12-2015/16	2016/17-2020/21	2021/22-2025/26
		➤	➤	➤
		Relevant policy areas: District Wide		Lead Agencies: Bath & North East Somerset Council

DWI.11 Children's Play areas		Category: Open Space	Status: Key						
<p>£296,875 of Lottery funding was secured in 2007 to provide children between 5 and 16 in the district with free play opportunities (2008-2011).</p> <p>The Council Play Policy (1999) and Play Strategy (2006) prioritise play provision for all children in the district. The Council has funded free play provision for 5-16 year olds in the district since 2000 and the post of Strategic Development Officer for Play. The 2007 Lottery funding was secured to extend play services in areas of deprivation.</p> <p>In 2009 Bath & North East Somerset Council was awarded £2.5m from the Department of Children, Schools and Families (DCSF) to develop and renew 31 play spaces in the area, as part of the "Play Pathfinder" Programme. Included within this is the development of a new adventure play park and skate park in Midsomer Norton.</p> <p>Further investment will be needed over the plan period, including the provision of new facilities to support new development.</p>									
<p>Cost: £296,875 revenue funding £2.5m capital funding to 2011 Further costs not quantified</p>	<p>Funding Sources: Council funding; Big Lottery Fund; Department for Children Schools and Families – Play Pathfinder Programme Contributions including in kind provision of play areas as part of new developments of scale Potential funding for community green spaces: http://www.communities.gov.uk/publications/communities/greenspacefunding</p>								
<p>Risks: From April 2011 revenue funding available will be 63% less than in previous years due to Lottery and Pathfinder funding ending</p>									
<p>Contingencies: Potential for some third sector provision but this is not guaranteed. Council would have to consider as a corporate commitment</p>									
<p>Evidence: B&NES Play Policy 1999 B&NES Play Strategy 2006- 2012 Green Space Strategy 2008 B&NES Planning Obligations SPD</p>	<p>Phasing:</p> <table border="1"> <thead> <tr> <th>2011/12-2015/16</th> <th>2016/17-2020/21</th> <th>2021/22-2025/26</th> </tr> </thead> <tbody> <tr> <td>></td> <td>></td> <td>></td> </tr> </tbody> </table>			2011/12-2015/16	2016/17-2020/21	2021/22-2025/26	>	>	>
	2011/12-2015/16	2016/17-2020/21	2021/22-2025/26						
	>	>	>						
<p>Relevant policy areas:</p> <p>District Wide</p>		<p>Lead Agencies:</p> <p>B&NES Council Bath Area Play Project (voluntary sector) Wansdyke Play Association (voluntary sector) Community Bus (voluntary sector) Department for Children Schools and Families Play England</p>							

DWI.12 Strategic Green Infrastructure		Category: Green Infrastructure	Status: Desirable												
<p>Green Infrastructure (GI) is a well managed, network of multi-functional green space. GI provides an approach that enables more effective use of existing assets by consideration of integrated solutions to address a number of issues. Key outcomes include enhanced biodiversity, adaptation to climate change, landscape and heritage conservation, healthy living, flood mitigation and SUDs, sustainable transport and fuel/food production.</p> <p>The Council is developing a Green Infrastructure Strategy for the district which will set out priorities for improving and extending the strategic network. The Strategy will also identify green infrastructure opportunities for specific locations in the district including the main urban areas.</p> <p>The draft Core Strategy identifies the need for a whole river approach to realise the potential of the River Avon/Kennet and Avon canal corridor as a as a multifunctional green corridor. It is anticipated that some of the GI priorities/improvements will be delivered through other infrastructure schemes listed elsewhere in the IDP. These include: Midsomer Norton Town Park (MNR1.4); potential wetland habitat associated with flood defence (B 1.2); green spaces (DW 1.10) and various cycleway and footpath improvements.</p>															
<p>Cost: Not known</p>	<p>Funding Sources: Potential funding sources include:</p> <ul style="list-style-type: none"> • Revised management regimes for Council owned land • Partnership working with key land owners and managers • Work with voluntary and community sector • External funding e.g. HLF and other funders for specific access, biodiversity or heritage/landscape projects. • Developer contributions and Masterplan principles e.g. green corridors • Potential funding for community green spaces: http://www.communities.gov.uk/publications/communities/greenspacefunding • To be further explored and identified in the Green Infrastructure Study 														
<p>Risks: Dependent on completion of GI Strategy</p>															
<p>Contingencies: Master plans to address GI needs and these will in part be achievable through developer contributions. However gap funding will also be required from other sources.</p> <p>GI will also be achievable through revised management regimes for Council owned land and through working in partnership with other key land owners/managers and organisations across B&NES.</p>															
<p>Evidence: Emerging Green Infrastructure Strategy Biodiversity South West Nature Map and South West Nature Map: A Planners Guide</p>		<table border="1"> <tr> <th colspan="3">Phasing:</th> </tr> <tr> <th>2011/12-2015/16</th> <th>2016/17-2020/21</th> <th>2021/22-2025/26</th> </tr> <tr> <td>></td> <td>></td> <td>></td> </tr> <tr> <td colspan="2"> <p>Relevant policy areas: District Wide</p> </td> <td> <p>Lead Agencies: B&NES Developers</p> </td> </tr> </table>		Phasing:			2011/12-2015/16	2016/17-2020/21	2021/22-2025/26	>	>	>	<p>Relevant policy areas: District Wide</p>		<p>Lead Agencies: B&NES Developers</p>
Phasing:															
2011/12-2015/16	2016/17-2020/21	2021/22-2025/26													
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<p>Relevant policy areas: District Wide</p>		<p>Lead Agencies: B&NES Developers</p>													

DWI.13 Greater Bristol Bus Network Improvements**Category: Transport****Status: Key**

Ten new showcase corridors (also know as the Greater Bristol Bus Network) are currently under construction across the West of England Partnership area to deliver substantial improvements in the quality of bus services.

Generically the scheme can be defined as a 'bus showcase' network comprising a range of measures that will improve the speed, reliability, comfort and image of conventional bus travel across the area. This is key to alleviating rising congestion in the strategic road network. Due to the cross boundary nature of this project the scheme is being promoted by the four councils of Bath and North East Somerset, Bristol City, North Somerset and South Gloucestershire, working with bus operator First

Within B&NES, there will be improvements to bus infrastructure between Bath, Bristol and Radstock/Midsomer Norton, major improvements to bus corridors and the purchase of new buses. Physical measures include bus priority measures and improved bus stops with new shelters, raised curbs and at the most popular stops real time passenger information. The benefits of similar improvements within Bath and North East Somerset can already be seen on the Hicks Gate Roundabout and the A367 Odd Down Bus Lane.

Cost:

- Total cost of the West of England GBBN is £78.8m comprising:
- £42.3M DfT,
 - £22.5m First
 - £6.6m Developer Contributions
 - £6.6m Local Authority contributions

Funding Sources:

- DfT – Regional Funding Allocation 2
- First
- B&NES Council
- Developer contributions

Risks: None identified.

Contingencies: None identified. This project is largely completed.

Evidence:

Single Conversation: West of England Delivery & Infrastructure Investment Plan (2010)p3 & Appendix E:

www.westofengland.org/transport/bath-package

Greater Bristol Bus Network: Major Scheme Business Case, July 2005

West of England Travel Plus: <http://www.travelplus.org.uk/showcase>

Phasing:

2011/12-2015/16	2016/17-2020/21	2021/22-2025/26
➤	✓	

Relevant policy areas:
District Wide
Bath
Midsomer Norton & Radstock

Lead Agencies:
West of England Authorities including B&NES Council; DfT; First.

DWI.14 Future Strategic Transport Intervention Package		Category: Transport		Status: Desirable	
<p>Capital projects have not yet been defined but include safeguarding routes e.g. proposed Whitchurch bypass and Temple Clutton bypass (safeguarded routes in saved Local Plan policies).</p> <p>Future projects could also improve the A4 between Bristol and Bath and introduction of an A36/A46 link to the east of Bath, and improvements to the Strategic Road Network. These schemes are subject to further investigation.</p>					
Cost: not known		Funding Sources: Potential funding could include:			
		<ul style="list-style-type: none"> • DfT • B&NES Council • Future Regional Funding Allocations or future equivalent 			
Risks: Without intervention existing transport problems will remain and conditions may deteriorate further. Projects still to be developed and funding secured.					
Contingencies: not yet explored					
Evidence: B&NES Local Plan, saved policies Evidence Gathering for IDP (Transport)			Phasing:		
			2011/12-2015/16	2016/17-2020/21	2021/22-2025/26
				➤	➤
Relevant policy areas: District Wide			Lead Agencies: West of England Authorities including B&NES Council; DfT; First.		

DWI.15 Two Tunnels Greenway		Category: Transport	Status: Desirable						
<p>The Two Tunnels route will use an old railway track bed along the old Somerset and Dorset Railway Line from Combe Down creating a direct route between Bath and the Midford valley, 2½ miles south of the city before joining the long distance Sustrans NCN24 route. The Two Tunnels route is being built by Sustrans working in partnership with Bath and North East Somerset Council as part of the Connect2 project. A Two Tunnels Community group who originated the project and who campaign for the route are also active in campaigning and fundraising to support the project.</p> <p>Once completed, walkers and cyclists will experience two illuminated tunnels and a viaduct along the route that will provide an inspiring yet practical link between town and country, with its unique blend of industrial heritage, wildlife and geology. The project will renovate the dis-used Tucking Mill viaduct and open up two disused tunnels, one of which (Combe Down) is over a mile long.</p> <p>The project will bring together the communities of Bath, Midford and nearby communities of Oldfield Park, Twerton, The Oval, Beechen Cliff, Bloomfield, Widcombe, Perrymead and Foxhill, will all be able to make everyday journeys to local schools, shops, work and for leisure, by foot or by bike. Initial estimates suggest that this greenway will attract one million journeys every year by both local people and visitors to Bath. The route will also link to the successful Colliers Way in the South and the Bath-Bristol cycle path in the West.</p>									
Cost: £1.9m	Funding Sources: <ul style="list-style-type: none"> - B&NES Council: £400,000 - £1m Lottery funding bid "The People's Millions Scheme" - £200,000 from King Bladud's Pigs scheme 								
Risks:									
Contingencies:									
Evidence: www.twotunnels.org.uk http://www.sustransconnect2.org.uk		Phasing: <table border="1"> <tr> <td>2011/12-2015/16</td> <td>2016/17-2020/21</td> <td>2021/22-2025/26</td> </tr> <tr> <td>✓</td> <td></td> <td></td> </tr> </table>		2011/12-2015/16	2016/17-2020/21	2021/22-2025/26	✓		
2011/12-2015/16	2016/17-2020/21	2021/22-2025/26							
✓									
		Relevant policy areas: Bath Rural areas Midsomer Norton & Radstock	Lead Agencies: Community & Voluntary sector; Sustrans; Bath & North East Somerset Council.						

DWI.16 Leisure & Culture		Category: Social	Status: Key						
<p>The Council provides numerous recreational, cultural, leisure and arts facilities throughout the district. In addition to this there are a number of private facilities such as the Bath Rugby Club at the Rec and Bath City FC.</p> <p>There are also a range of aspirations for a new multi-use stadium in Bath, the remodelling of the Forum as a concert hall, the upgrading of sports field changing facilities and new library & community facilities.</p> <p>An 8 week consultation on the future of Bath recreation ground was launched in April 2011 by the Bath Recreation Trust Board. The Trustees have been in discussion with Bath Rugby and the Council and have reached an outline agreement on a proposal which, amongst other issues, accommodates Bath Rugby's aspiration to increase stadium capacity, retains Bath Leisure Centre with no proposed changes for the foreseeable future and improves accessibility to the Charity's assets by providing an additional site. The east stand of the new stadium will remain removable so that The Rec can still be managed as an open space during the summer months.</p>									
Cost: not quantified	Funding Sources: <ul style="list-style-type: none"> - Bath & North East Somerset Council - Developers 								
Risks:									
Contingencies:									
Evidence: Evidence gathering IDP (B&NES Council) Report of Board of Trustees of the Recreation Ground, Bath 13/4/11: http://democracy.bathnes.gov.uk/ieListDocuments.aspx?CId=126&Mid=3163		Phasing: <table border="1"> <thead> <tr> <th>2011/12-2015/16</th> <th>2016/17-2020/21</th> <th>2021/22-2025/26</th> </tr> </thead> <tbody> <tr> <td>></td> <td>></td> <td>></td> </tr> </tbody> </table>		2011/12-2015/16	2016/17-2020/21	2021/22-2025/26	>	>	>
2011/12-2015/16	2016/17-2020/21	2021/22-2025/26							
>	>	>							
		Relevant policy areas: District-wide	Lead Agencies: B&NES Council Community & Voluntary Sector Aquaterra Bath Rugby Club						

DWI.17 Built Sports Facilities		Category: Sport	Status: Key												
<p>A PPG17 compliant study considering build facilities in the district. This study identifies the supply of built facilities including synthetic turf pitches, multi-use halls, swimming pools, sports halls, tennis courts, bowling facilities, multi-use games areas, gyms, squash courts, golf courses, youth facilities, athletic tracks and recreation ground pavilions. Population based thresholds for new provision and deficits and supply are identified.</p> <p>Bath Sports and Leisure Centre is located at Bath Recreation Ground. If the proposed redevelopment of Bath Recreation Ground (involving the provision of a new stadium for Bath Rugby Club) requires land currently occupied by Bath Sports and Leisure Centre, relocation/replacement of the Leisure Centre's facilities should be provided at the Recreation Ground or elsewhere within the City Centre, unless over supply can be demonstrated.</p> <p>An additional 1.57 '4 badminton court sports halls' are identified as being required as well as an additional 1.06 25 metre swimming pools and 2 Synthetic Turf Pitches.</p>															
Cost: Not quantified	Funding Sources: Developer contributions including re-provision where necessary														
Risks:															
Contingencies:															
Evidence: Built Facilities Strategy (2009) http://www.bathnes.gov.uk/SiteCollectionDocuments/Environment%20and%20Planning/PlanObligationsmaster2.pdf Appendix A Evidence gathering IDP (B&NES Council)		<table border="1"> <thead> <tr> <th colspan="3">Phasing:</th> </tr> <tr> <th>2011/12-2015/16</th> <th>2016/17-2020/21</th> <th>2021/22-2025/26</th> </tr> </thead> <tbody> <tr> <td>></td> <td>></td> <td>></td> </tr> <tr> <td>Relevant policy areas: District Wide</td> <td colspan="2">Lead Agencies: Bath & North East Somerset Council Bath Rugby Club</td> </tr> </tbody> </table>		Phasing:			2011/12-2015/16	2016/17-2020/21	2021/22-2025/26	>	>	>	Relevant policy areas: District Wide	Lead Agencies: Bath & North East Somerset Council Bath Rugby Club	
Phasing:															
2011/12-2015/16	2016/17-2020/21	2021/22-2025/26													
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Relevant policy areas: District Wide	Lead Agencies: Bath & North East Somerset Council Bath Rugby Club														

DWI.18 Public Realm & Movement Programme		Category: Public Realm		Status: Desirable													
<p>The Council is responsible for maintaining adopted roads and pavements together with street lighting, signage and street furniture.</p> <p>The upgrade of the public realm has a role to play in the continuing development of the economy and the image of the place.</p>																	
<p>Cost: see specific costs within strategies</p>		<p>Funding Sources:</p> <ul style="list-style-type: none"> • Secured Sources • CIVITAS (EC Funding) • Growth Points • Developer Contributions • Council Capital • The public Realm and Movement Programme is developing a funding strategy to support Council Capital to deliver the rolling programme of improvements. 															
<p>Risks: Developer contributions may not be forthcoming</p>																	
<p>Contingencies:</p>																	
<p>Evidence: Bath Public Realm and Movement Strategy (2009) Draft Regeneration Delivery Plan for Midsomer Norton 2010 Draft Regeneration Delivery Plan for Keynsham 2010</p>		<table border="1"> <tr> <th colspan="3">Phasing:</th> </tr> <tr> <td style="background-color: #FF8C00;">2011/12-2015/16</td> <td style="background-color: #FFD700;">2016/17-2020/21</td> <td style="background-color: #FFD700;">2021/22-2025/26</td> </tr> <tr> <td style="background-color: #FF8C00;">➤</td> <td style="background-color: #FFD700;">➤</td> <td style="background-color: #FFD700;">➤</td> </tr> <tr> <td colspan="2"> <p>Relevant policy areas:</p> <p>District Wide</p> </td> <td> <p>Lead Agencies:</p> <p>B&NES Council Developers</p> </td> </tr> </table>				Phasing:			2011/12-2015/16	2016/17-2020/21	2021/22-2025/26	➤	➤	➤	<p>Relevant policy areas:</p> <p>District Wide</p>		<p>Lead Agencies:</p> <p>B&NES Council Developers</p>
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<p>Relevant policy areas:</p> <p>District Wide</p>		<p>Lead Agencies:</p> <p>B&NES Council Developers</p>															

DWI.19 District Heating	Category: Renewable & Low Carbon Energy	Status: Desirable												
<p>The Core Strategy encourages the introduction of combined heat and power and the development of a District Heating network focused on “District Heating Priority Areas” which are shown to have existing and future technical feasibility for the technology. This technology is currently seen to be one of the most cost effective ways of reducing carbon emissions in new buildings.</p>														
<p>Cost: see area specific costs where available in later sections</p>	<p>Funding Sources: Strategic Network: <ul style="list-style-type: none"> - Energy Services Company (ESCo) in public/private partnership investment arrangement which would allow the energy to be produced and then sold on to the consumers. - Developer contributions - Community Energy Fund - Allowable Solutions Local infrastructure: <ul style="list-style-type: none"> - Delivered through development within District Heating Priority areas - Delivered by landowners as a site specific energy solution e.g. already in place at the RUH, University of Bath, Thermae Spa & Bath Leisure Centre. Bath Western Riverside District Heating Scheme in process of being established as part of the detailed infrastructure planning for the site.</p>													
<p>Risks:</p>														
<p>Contingencies: District Heating is only one possible energy solution, other site specific or off-site allowable solutions might be implemented as an alternative to meeting the zero carbon requirements, albeit potentially at higher cost to the developer.</p>														
<p>Evidence: B&NES Renewable Energy Research (2009 & 2010) B&NES District Heating Opportunity Study (2010)</p>	<table border="1"> <tr> <th colspan="3" data-bbox="1294 882 2101 922">Phasing:</th> </tr> <tr> <th data-bbox="1294 922 1563 962">2011/12-2015/16</th> <th data-bbox="1563 922 1832 962">2016/17-2020/21</th> <th data-bbox="1832 922 2101 962">2021/22-2025/26</th> </tr> <tr> <td data-bbox="1294 962 1563 994">➤</td> <td data-bbox="1563 962 1832 994">➤</td> <td data-bbox="1832 962 2101 994">➤</td> </tr> <tr> <td colspan="2" data-bbox="1294 994 1742 1136"> <p>Relevant policy areas: District-wide with a focus on the urban areas</p> </td> <td data-bbox="1742 994 2101 1136"> <p>Lead Agencies:</p> </td> </tr> </table>		Phasing:			2011/12-2015/16	2016/17-2020/21	2021/22-2025/26	➤	➤	➤	<p>Relevant policy areas: District-wide with a focus on the urban areas</p>		<p>Lead Agencies:</p>
Phasing:														
2011/12-2015/16	2016/17-2020/21	2021/22-2025/26												
➤	➤	➤												
<p>Relevant policy areas: District-wide with a focus on the urban areas</p>		<p>Lead Agencies:</p>												

DWI.20 Further Education		Category: Education		Status: Desirable
<p>There are two further education colleges in the district: (i) City of Bath College and (ii) Norton Radstock College. Responsibility for Further Education is being transferred from the LSC to the Council.</p> <p>Both colleges have been in discussion with the LSCC on significant projects to overhaul facilities and these have stalled due to a lack of central Government funding.</p>				
Cost: Not known	Funding Sources:			
Risks: Capital funding is not secured to improve facilities.				
Contingencies: Deferred funding will necessitate the extended use of facilities, although they will become increasingly unfit for purpose.				
Evidence: Evidence gathering for IDP (NRC and CBC)		Phasing:		
		2011/12-2015/16	2016/17-2020/21	2021/22-2025/26
		>	>	>
		Relevant policy areas: District-wide		Lead Agencies: Local Education Authority

DWI.21 Higher Education		Category: Education		Status: Desirable			
<p>There are two higher education institutions in the district: (i) University of Bath and (ii) Bath Spa University.</p> <p>The University of Bath has prepared a Masterplan and its needs for the plan period can be met on campus in line with Local Plan policy GDS.1/B11 which has been saved alongside the Core Strategy.</p> <p>Bath Spa University is in the process of preparing a Bath Spa University Masterplan (considering all sites) and a specific Newton Park Campus Masterplan. It is seeking to improve its academic buildings and increase on-campus residence.</p>							
Cost: Not quantified		Funding Sources: University of Bath Bath Spa University					
Risks: Capital funding is not secured to improve facilities.							
Contingencies: Operations will continue in existing							
Evidence: Evidence gathering for IDP & Core Strategy (University of Bath, Bath Spa University)		Phasing:					
		2011/12-2015/16		2016/17-2020/21		2021/22-2025/26	
		>		>		>	
		Relevant policy areas: Bath			Lead Agencies: University of Bath Bath Spa University		

DWI.22 Youth Services		Category: Children's Services	Status: Key
Youth Services provides for the 13-19 age groups and will support the work of the Youth Service via Youth Centre provision and activities, equipment, mobile provision and Detached Youth Workers in the areas of the development.			
Cost: Per capita calculation included in the B&NES Planning Obligations SPD	Funding Sources: Developer Contributions Some limited mainstream funding		
Risks: Capital funding is not secured to improve services, significant mainstream funding is not anticipated.			
Contingencies: Potential for some third sector provision but this is not guaranteed. Council would have to consider as a corporate commitment.			
Evidence: Evidence gathering for IDP (Children's Services) B&NES Planning Obligations SPD	Phasing:		
	2011/12-2015/16	2016/17-2020/21	2021/22-2025/26
	>	>	>
	Relevant policy areas: District-wide		Lead Agencies: Children's Service

DWI.23 Police		Category: Emergency Services		Status: Desirable	
<p>Avon & Somerset Police force operate from stations in Bath, Keynsham and Radstock. There is also a neighbourhood centre in Twerton. The Central Bath station includes custody suites. The demand for policing is driven more by the level of crime than population growth per se.</p> <p>As part of the Accommodation project a new purpose built Police Custody and Crime Investigation Centre will be opened in Keynsham comprising 48 cells and investigation and administration floorspace. This will involve removing a 12 cell unit from Bath (Manvers Street). Outline permission has been granted for this scheme. Preferred bidder to be announced in September 2011. Construction to begin in 2012 with completion anticipated in mid 2013/2014.</p> <p>This may also include the refurbishment of the Radstock station.</p>					
Cost: Not quantified, 2011/2012 Capital budget £5.5m		Funding Sources: PFI with Avon & Somerset Constabulary			
Risks:					
Contingencies:					
Evidence: Evidence gathering for the IDP (ASC) ASC Developer Contributions Methodology Planning application 11/00091/OUT Avon & Somerset Police Accommodation Project: http://www.avonandsomerset.police.uk/accommodation/index.aspx Ashmead Road information: http://www.avonandsomerset.police.uk/accommodation/ashmead-road.pdf 2011/12 Revenue Budget & Capital Programme: http://www.aspola.org.uk/cache/PDF/Document5555_442458.pdf			Phasing:		
			2011/12-2015/16	2016/17-2020/21	2021/22-2025/26
			>	>	>
Relevant policy areas: District wide			Lead Agencies: Avon & Somerset Constabulary		

DWI.24 Fire		Category: Emergency Services		Status: Desirable	
<p>Avon Fire & Rescue Service covers the former Avon area. Within the district use is made of the following facilities: Bath Fire Station, Bath Community Safety Centre, Keynsham Community safety Centre, Keynsham, Paulton, Radstock and Chew Magna Fire Stations.</p> <p>Local standards set maximum response times for incidents, Cat A areas 8 mins. For 85% of incidents, Cat B areas 10 mins. For 90% of incidents and for Cat C areas 20 mins for 95% of incidents.</p> <p>The Fire Stations must be located to best manage both the operational response risk and community risk. Increasing traffic congestion and potential development on the periphery of the city is seen to interfere with the future efficient operation of the Bath station.</p> <p>Two small stations could provide improved cover to Bath to replace Bath Fire Station (potentially in more peripheral locations) if funding allows. A replacement station at Keynsham (could be relocated on the eastern side of Bristol) would be considered in support of the desire to redevelop Keynsham Town Centre.</p> <p>Avon Fire and Rescue have confirmed that they expect developers to meet the costs of fire hydrants and fire fighting water supplies to new developments, with a new installation of a hydrant to include 5 years maintenance (£1,500) to tie in with developments of 14 or more houses. Building Regulations state that all buildings with a compartment of more than 280sqm should have a hydrant within 100m.</p>					
Cost:		Funding Sources:			
Fire stations not quantified Fire hydrants £1,500 each		Avon Fire & Rescue Service (land value of existing sites could potentially contribute towards re-provision). Developers			
Risks: Appropriate alternative sites have not been identified and funding not currently available. Bath station may not continue to give appropriate cover to the city.					
Contingencies: Explore an alternative strategy.					
Evidence: Evidence gathering for the IDP (AFRS) Keynsham Town Hall Masterplan rationale document (B&NES/NEW Masterplanning) Building Regulations document B, Fire Safety, Volume 2, B5: http://www.canterbury.gov.uk/assets/buildingcontrol/approved-document-b-vol2-2006a.pdf Letter from Avon Fire & Rescue (dated 23/8/11)			Phasing:		
			2011/12-2015/16	2016/17-2020/21	2021/22-2025/26
			>	>	>
Relevant policy areas:			Lead Agencies:		
District wide			Avon Fire & Rescue Service		

DWI.25: See BI.22 (Relocation of Bath Ambulance Station)

DWI.26 Great Western Mainline Electrification & Intercity Express Programme		Category: Transport	Status: Key															
<p>Electrification of the Great Western Main Line between Cardiff, Bristol and Didcot, providing an electrified mainline from Cardiff to London Paddington, including stations within B&NES.</p> <p>Replacement of current "Intercity 125" high speed diesel fleet with new, higher capacity, more environmentally friendly trains, providing a quicker service between Bristol and London (the Intercity Express Programme).</p>																		
<p>Cost: Intercity Express Programme: £4.5 billion</p> <p>Electrification of the Great Western Main between Cardiff, Bristol and Didcot: £704 million</p>	<p>Funding Sources: Department for Transport/Network Rail</p>																	
Risks:																		
Contingencies:																		
<p>Evidence: Evidence gathering for the IDP (Transport) DfT press release 1/3/2011 Network Rail Route Plan K 2011 Update</p>		<table border="1"> <tr> <th colspan="3">Phasing:</th> </tr> <tr> <th>2011/12-2015/16</th> <th>2016/17-2020/21</th> <th>2021/22-2025/26</th> </tr> <tr> <td>➤</td> <td>✓</td> <td></td> </tr> <tr> <td colspan="2">Relevant policy areas:</td> <td>Lead Agencies:</td> </tr> <tr> <td colspan="2">District Wide</td> <td>Network Rail DfT</td> </tr> </table>		Phasing:			2011/12-2015/16	2016/17-2020/21	2021/22-2025/26	➤	✓		Relevant policy areas:		Lead Agencies:	District Wide		Network Rail DfT
Phasing:																		
2011/12-2015/16	2016/17-2020/21	2021/22-2025/26																
➤	✓																	
Relevant policy areas:		Lead Agencies:																
District Wide		Network Rail DfT																

DW.27 Smarter Choices Interventions		Category: Transport	Status: Desirable									
<p>Smarter choices are techniques for influencing people's travel behaviour towards more sustainable options such as encouraging school, workplace and individualised travel planning. They also seek to improve public transport and marketing services such as travel awareness campaigns, setting up websites for car share schemes, supporting car clubs and encouraging home working.</p> <p>The Bath Transport Interventions Study (2010) included an assessment of smarter choices options for the city using the G-BATH model. This indicated that a package of workplace and school travel plans, together with personalised travel planning could reduce car trips by 4% of higher with suitable funding. The study also highlighted the number of short car trips within the city, a proportion of which could be diverted to walking and cycling. A package of walking and cycling improvements along the river corridor was estimated to remove 680 car trips in the AM peak hour. A combination of smarter choices interventions across the city and walk/cycle improvements along the river corridor was estimated to reduce journey times by 2 minutes on most routes.</p>												
<p>Cost: Workplace travel plans £36-£72k (targeting approx 12,000 employees); School Travel Plans £50k; Personalised travel planning £380k (19,000 residents at £20 per head); Walking and cycle improvements not yet quantified.</p>	<p>Funding Sources: Bath & North East Somerset Council; Developer Contributions (e.g. Travel Plans); National Campaigns; Local Businesses and Amenity/Interest Groups; Public Realm Improvements; Commercial operations e.g. Car Clubs; Health-led projects; Schools and University travel planning</p>											
<p>Risks: Lack of specific ring-fenced funding for smarter choices interventions or investment in walking and cycling networks will result in a reduction in the range of smarter choices interventions that can be delivered.</p>												
<p>Contingencies: Smarter choices measures are a potential contingency where capital investment cannot be sought in transport infrastructure and can often be the most effective and efficient interventions.</p>												
<p>Evidence: Information gathering for the IDP (Transport) Bath Transport Interventions, Transport Modelling Report, Mott MacDonald, February 2010. www.bathnes.gov.uk/transportandstreets/travel/Pages/travelbetterlivebetter.aspx</p>		<table border="1"> <thead> <tr> <th colspan="3">Phasing:</th> </tr> <tr> <th>2011/12-2015/16</th> <th>2016/17-2020/21</th> <th>2021/22-2025/26</th> </tr> </thead> <tbody> <tr> <td>></td> <td>></td> <td>></td> </tr> </tbody> </table> <p>Relevant policy areas: Bath Keynsham Midsomer Norton & Radstock Rural Areas</p> <p>Lead Agencies: Bath & North East Somerset Council</p>		Phasing:			2011/12-2015/16	2016/17-2020/21	2021/22-2025/26	>	>	>
Phasing:												
2011/12-2015/16	2016/17-2020/21	2021/22-2025/26										
>	>	>										

DWI.28 Renewable Energy Infrastructure		Category: Energy		Status: Desirable			
The Council has set targets for renewable energy provision in the Core Strategy. It is anticipated that this infrastructure will be provided on a commercial basis by the private sector and householders. The Council may also have a role in delivering and enabling projects.							
Cost: not quantified		Funding Sources: Privately funded projects; Householders; Bath Community Energy and other community projects; Grant schemes and tax incentives (e.g. feed in tariff) Potential for developer contributions					
Risks:							
Contingencies:							
Evidence: B&NES Renewable Energy & Planning Research (2009 & 2010) Information gathering for the IDP (Sustainability Team)		Phasing:					
		2011/12-2015/16		2016/17-2020/21		2021/22-2025/26	
		➤		➤		➤	
		Relevant policy areas: District Wide			Lead Agencies: Private sector		

DWI.29 ITSO Smart Ticketing throughout All South West England: Local Sustainable Transport Fund Application		Category: Transport	Status: Desirable															
<p>This Project will 'enable most public transport journeys to be undertaken using smart ticketing technology throughout SW England' to support economic growth, reduce carbon, and enhance social mobility. The investment in smart ticketing infrastructure and the regional back office support platform through this project will improve the performance of bus operators through better boarding times leading to faster end to end passenger journeys (and associated carbon emissions savings); it will contribute to reducing congestion through modal transfer; and will generate passenger growth through the introduction of better ticketing products in accordance with the identified impacts associated with a migration to smart ticketing. Overall, it will help to sustain and grow the regional bus network, improve the commercial operational base, leading to more sustainable transport opportunities for existing and new passengers. This regional submission has been developed around three core complementary scheme packages:</p> <ul style="list-style-type: none"> • Delivering the roll out of operational ITSO compliant ticket machines and required support services across all registered local bus services in SW England by the end of 2012/13. • Delivering Europe's 1st open access regional ITSO HOPS Card Management System (CMS) Package, and England's 1st Region wide E-Money platform for transport ticketing. • Support Smart Ticketing adoption within community based organisations in SW England, and assist other English Local Authorities in meeting DfT smartcard based policy deadlines. 																		
<p>Cost: Total cost £9.41m</p> <ul style="list-style-type: none"> • DfT contribution of £2.98 m has been approved 	<p>Funding Sources: Department for Transport Local Sustainable Transport Fund South West Local Authorities South West Smart Applications Ltd South West Bus Operators</p>																	
Risks:																		
Contingencies:																		
<p>Evidence: Local Sustainable Transport Fund Application: http://www.travelplus.org.uk/media/216137/lstf_smart_ticketing_bid[1].pdf Local Sustainable Transport Fund Application approved schemes: http://assets.dft.gov.uk/publications/local-sustainable-transport-fund-guidance-on-the-application-process/successful-bid-recipients.pdf</p>		<table border="1"> <tr> <td colspan="3">Phasing:</td> </tr> <tr> <td>2011/12-2015/16</td> <td>2016/17-2020/21</td> <td>2021/22-2025/26</td> </tr> <tr> <td>✓</td> <td></td> <td></td> </tr> <tr> <td colspan="2">Relevant policy areas:</td> <td>Lead Agencies:</td> </tr> <tr> <td colspan="2">District-wide</td> <td>Plymouth City Council on behalf of 14 South West Local Transport Authorities</td> </tr> </table>		Phasing:			2011/12-2015/16	2016/17-2020/21	2021/22-2025/26	✓			Relevant policy areas:		Lead Agencies:	District-wide		Plymouth City Council on behalf of 14 South West Local Transport Authorities
Phasing:																		
2011/12-2015/16	2016/17-2020/21	2021/22-2025/26																
✓																		
Relevant policy areas:		Lead Agencies:																
District-wide		Plymouth City Council on behalf of 14 South West Local Transport Authorities																

DWI.30 West of England Sustainable Travel (WEST): Local Sustainable Transport Fund Large Project Initial Proposals	Category: Transport	Status: Desirable
<p>This large project initial proposal was submitted by the West of England Partnership to the Department of Transport in June 2011 and is one of eight submissions that has been shortlisted direct through to the next stage. A business case will be submitted to the DfT in December 2011 and a decision on funding expected in June 2012.</p>		
<p>WEST is an integrated package of 10 projects built around the three themes of: low-carbon commuting (targeting business travel on key commuter corridors and at major employment locations); active and sustainable communities (working with local communities to develop 'bottom up' sustainable transport solutions); and transitions to a low-carbon lifestyle (focusing on the choices people make as they move school, university, home or job). The bid covers the West of England area (which includes B&NES) focusing on: 11 key commuter routes; the centres of Bath, Bristol and Weston-super-Mare; 25 urban and 42 rural communities; the key employment clusters of Portbury Docks/Sevenside, Bristol airport and the North Fringe; 4 universities including Bath and Bath Spa; and 90 schools.</p>		
<p>Projects that are relevant to B&NES include:</p> <ul style="list-style-type: none"> • <i>Key Commuter Routes:</i> (see BI.11 for more details) • <i>Business Travel:</i> introduction of 72 electric vehicle charging points at car parks across the West of England; expansion of Go-Low (offering up to 50,000 employees access to a shared fleet of low/zero emission vehicles for business travel) • <i>Vibrant Streets:</i> enhancing priority for pedestrians and cyclists at 25 communities in the main urban areas of the WoE (through a combination of measures including 20mph zones, walking and cycling infrastructure, street-scene enhancements, expansion of car clubs, community events, volunteer-run walking networks, community hubs in disused local shop units) and establishing a community and active neighbourhood fund to fund community transport initiatives • <i>Rural Links and Hubs:</i> New services at 42 rural communities in the WoE (e.g. local car-share group, community transport services, wheels to work, rural car clubs) and incentives and information (local travel guides, promotional tickets, sustainable travel roadshows) • <i>Facilitating Sustainable Travel in Key Centres:</i> Focused on Bristol, Bath and Weston-super-Mare the project will include pedestrian, public realm and wayfinding improvements in Bath (city centre and the Circus), measures on key walking and cycling routes to enhance the quality of the public realm and increase retail vitality, and continuing promotion and expansion of the Bristol and Bath freight transshipment centre • <i>The Move to Secondary School:</i> Targeting children and carers (in 75 Primary and 15 Secondary schools in the WoE) in the build up to, and after, the transition from primary to secondary school to develop and deploy social marketing-led materials, work sessions on travel behaviour and provision of personalised journey planning between home and school • <i>Preparing for Adulthood:</i> Working with 16-19 year olds in 10 FE Colleges/Secondary Schools in the WoE to ensure safer and sustainable travel are key considerations in future travel choices through information and incentives • <i>Universities:</i> Enhanced information and incentives for public transport and cycle use; expanded bus services; increasing the cycling 'offer' at Bath and Bath Spa by providing additional cycle parking, expanded bike maintenance programme, cheap 12 month bike loan schemes for students and social cycling events; wider measures including car clubs, car sharing and complementary controls on student parking • <i>Moving Home:</i> Work with developers and estate agents to encourage a shift to sustainable transport when people move house. 		
<p>Cost: Total cost (WoE): £30,400,000</p>	<p>Funding Sources: Department for Transport Local Sustainable Transport Fund: Local contribution consisting of:</p> <ul style="list-style-type: none"> • Public sector (Council Integrated Transport Block funding, Council capital and scheme funding, University capital and scheme funding) • Private sector (Section 106) • Third sector funding sources 	

Risks: DfT bid may not be approved		
Contingencies:		
Evidence: Local Sustainable Transport Fund proposal: http://travelplus.org.uk/media/216986/final%20lstf%20web%20version.pdf	Phasing:	
	2011/12-2015/16	2016/17-2020/21
	✓	
	Relevant policy areas: District-wide	Lead Agencies: Plymouth City Council on behalf of 14 South West Local Transport Authorities

DWI.31 Broadband Improvements		Category: Communications	Status: Desirable
<p>The market will provide superfast broadband to around two thirds of the country. The Government believes it is essential the whole country share in the benefits of high-speed internet access and is investing £530 million over this Parliament (confirmed in the spending review in October) to bring superfast broadband to the third of UK homes and businesses that would otherwise miss out. A further £300 million will be available by 2017 as part of the TV licence fee settlement.</p> <p>'Britain's Superfast Broadband Future' sets out an action plan to stimulate private investment and competition, and create an environment in which business can flourish by removing key barriers around hardware and cutting costs, bringing superfast broadband to 90% of the population. The proposals include:</p> <ul style="list-style-type: none"> • A 'digital hub' in every community with a high speed connection to the nearest exchange. • A mixed-technology approach with fixed, wireless and satellite all having a role. • Investing £50 million in a second wave of projects to test how the Government delivers this, overseen by Broadband Delivery UK within BIS • Ensuring access to existing infrastructure, including BT's network of ducts and poles • New guidance to builders and contractors on how to ensure new buildings are broadband-ready • Awarding 800MHz and 2.6GHz spectrum for mobile services • Working with local authorities to reduce the cost of broadband rollout by clarifying existing guidance on streetworks and micro-trenching 			
Cost:	Funding Sources:		
£1.43m allocated to the WoE	Broadband Delivery UK/BIS		
Risks: Unknowns			
Contingencies: Alternative technological solutions			
Evidence:		Phasing:	
National Infrastructure Plan Proposals (DCLG, 2010)		2011/12-2015/16	
Britain's Superfast Broadband Future (DCMS/BIS December 2010)		2016/17-2020/21	
http://www.bis.gov.uk/news/topstories/2010/Dec/superfast-broadband		2021/22-2025/26	
BDUK funding allocation: http://www.culture.gov.uk/images/publications/BDUK-Funding-Allocation-16-08-11.pdf		➤	
		✓	
		Relevant policy areas:	Lead Agencies:
		District Wide	Broadband Delivery UK/BIS B&NES Council WoE LEP

DWI.32 Public Toilet Provision		Category: Community Facilities	Status: Desirable	
<p>Toilets that are accessible by the general public are important to the well-being and development of an area. Traditional Council-provided facilities are often no longer the best way to provide these facilities for residents or visitors and tourists. Retail, leisure, entertainment developments and transport interchanges should be planned and designed to include adequate publicly accessible toilet facilities.</p> <p>The provision strategy (timetabled for adoption in 2011/12) sets out quality, quantity and distribution standards as guidance for new facilities and remodelling or upgrading of existing ones. This is part of a set of objectives which seek to deliver the overarching aim of providing or facilitating the provision of clean, safe, accessible and sustainable toilets for residents and visitors at key locations across Bath & North East Somerset. This provision strategy establishes a framework for future provision in a range of ways and by a range of providers and with a range of funding sources, to achieve an overall improved standard.</p>				
Cost: Not quantified	Funding Sources: Commercial/retail developers Housing developers Toilet industry providers Joint initiatives including the Council			
Risks: Reliance on existing Council provision which is now often poorly located and needs investment to upgrade to modern condition.				
Contingencies: Existing council facilities and ad hoc provision by shops, pubs, cafes etc.				
Evidence: Public Toilets consultation 2009/10 Provision Strategy for Public Toilets in Bath & North East Somerset – timetabled for adoption in 2011/12 Evidence gathering for IDP (Waste Services)		Phasing		
		2011/12-2015/16	2016/17-2020/21	2021/22-2025/26
		>	>	>
		Relevant policy areas:		Lead Agencies:
District Wide		B&NES Council		

DWI.33 Retrofitting Existing Dwellings		Category: Energy		Status: Desirable												
<p>Policy CP1 of the draft Core Strategy encourages retrofitting measures to existing buildings to improve their energy efficiency and adaptability to climate change. Much of our housing stock is “hard to treat” and the option should be retained to use developer contributions to retrofit such properties to improve their energy efficiency.</p> <p>A SPD on sustainable construction and retrofitting is being prepared to provide guidance on sensitively retrofitting our historic building stock.</p>																
Cost: Not quantified	Funding Sources: Potential for developer contributions															
Risks:																
Contingencies:																
Evidence: Evidence gathering for IDP (Sustainability Team)		<table border="1"> <tr> <th colspan="3">Phasing:</th> </tr> <tr> <th>2011/12-2015/16</th> <th>2016/17-2020/21</th> <th>2021/22-2025/26</th> </tr> <tr> <td>➤ Potential for CIL/S106 capital</td> <td>➤ Potential for CIL/S106 capital</td> <td>➤ Potential for CIL/S106 capital</td> </tr> <tr> <td colspan="2">Relevant policy areas: District Wide</td> <td>Lead Agencies: B&NES Council/Private Sector</td> </tr> </table>			Phasing:			2011/12-2015/16	2016/17-2020/21	2021/22-2025/26	➤ Potential for CIL/S106 capital	➤ Potential for CIL/S106 capital	➤ Potential for CIL/S106 capital	Relevant policy areas: District Wide		Lead Agencies: B&NES Council/Private Sector
Phasing:																
2011/12-2015/16	2016/17-2020/21	2021/22-2025/26														
➤ Potential for CIL/S106 capital	➤ Potential for CIL/S106 capital	➤ Potential for CIL/S106 capital														
Relevant policy areas: District Wide		Lead Agencies: B&NES Council/Private Sector														

DWI.34 Infrastructure for local energy crop processing and distribution		Category: Energy	Status: Desirable												
For the district heating systems to achieve maximum carbon savings, and run cost effectively, a local biomass supply will be needed. Establishing a biomass supply chain will require sites and possibly investment in distribution and processing centres.															
Cost: Not quantified	Funding Sources: Potential for developer contributions														
Risks:															
Contingencies:															
Evidence: Evidence gathering for IDP (Sustainability Team)		<table border="1"> <tr> <th colspan="3">Phasing:</th> </tr> <tr> <th>2011/12-2015/16</th> <th>2016/17-2020/21</th> <th>2021/22-2025/26</th> </tr> <tr> <td>➤ Potential for CIL/S106 capital</td> <td>➤ Potential for CIL/S106 capital</td> <td>➤ Potential for CIL/S106 capital</td> </tr> <tr> <td colspan="2">Relevant policy areas: District Wide</td> <td>Lead Agencies: B&NES Council/Private Sector</td> </tr> </table>		Phasing:			2011/12-2015/16	2016/17-2020/21	2021/22-2025/26	➤ Potential for CIL/S106 capital	➤ Potential for CIL/S106 capital	➤ Potential for CIL/S106 capital	Relevant policy areas: District Wide		Lead Agencies: B&NES Council/Private Sector
Phasing:															
2011/12-2015/16	2016/17-2020/21	2021/22-2025/26													
➤ Potential for CIL/S106 capital	➤ Potential for CIL/S106 capital	➤ Potential for CIL/S106 capital													
Relevant policy areas: District Wide		Lead Agencies: B&NES Council/Private Sector													

DWI.35 Infrastructure for local food growing, distribution and processing		Category: Green Infrastructure	Status: Desirable												
<p>“Local food growing” goes beyond the existing infrastructure requirement for allotments, to allow for other types of local food production, such as smallholdings, community supported agriculture schemes, community gardening, urban farms and so forth. For a viable local food system, distribution and processing facilities will also be needed. The need for Local Food is contained throughout the Core Strategy, for example in Key Strategic Issues sections on Climate Change, Locality and Economy.</p>															
Cost: Not quantified	Funding Sources: Potential for developer contributions														
Risks:															
Contingencies:															
Evidence: Evidence gathering for IDP (Sustainability Team)		<table border="1"> <tr> <th colspan="3">Phasing:</th> </tr> <tr> <th>2011/12-2015/16</th> <th>2016/17-2020/21</th> <th>2021/22-2025/26</th> </tr> <tr> <td>➤ Potential for CIL/S106 capital</td> <td>➤ Potential for CIL/S106 capital</td> <td>➤ Potential for CIL/S106 capital</td> </tr> <tr> <td colspan="2">Relevant policy areas: District Wide</td> <td>Lead Agencies: B&NES Council/Private Sector</td> </tr> </table>		Phasing:			2011/12-2015/16	2016/17-2020/21	2021/22-2025/26	➤ Potential for CIL/S106 capital	➤ Potential for CIL/S106 capital	➤ Potential for CIL/S106 capital	Relevant policy areas: District Wide		Lead Agencies: B&NES Council/Private Sector
Phasing:															
2011/12-2015/16	2016/17-2020/21	2021/22-2025/26													
➤ Potential for CIL/S106 capital	➤ Potential for CIL/S106 capital	➤ Potential for CIL/S106 capital													
Relevant policy areas: District Wide		Lead Agencies: B&NES Council/Private Sector													

DWI.36 Kennet & Avon Canal Infrastructure		Category: Green Infrastructure	Status: Desirable	
<p>The Government recognises the multi-functional role of waterways and the need to maintain and improve the quality of the waterway resource and infrastructure if the public benefits delivered are to be maintained and grown. No large scale new infrastructure is required to meet increased population numbers. However, the canal is in constant need of maintenance to remain at a steady operational state.</p> <p>Projects include on-going improvements to the tow-path, new signage and lighting, improved accessibility to canal from Bath city centre, improved moorings/pontoons/sanitary facilities, improvements to locks between Midland Road to Keynsham.</p>				
Cost: Not quantified	Funding Sources: Developer or funding bid Commercial operator			
Risks:				
Contingencies:				
Evidence: Evidence gathering for IDP (British Waterways)		Phasing:		
		2011/12-2015/16	2016/17-2020/21	2021/22-2025/26
		➤ Some funding secured in 5 year capital programme	➤	➤
		Relevant policy areas: District Wide	Lead Agencies: British Waterways/Canal and River Trust	

Bath

Bl.1 Transport Proposals for Bath	Category: Transport	Status: Key												
<p>The Bath Transportation Package (BTP) is a £31.8 million scheme designed to tackle congestion in Bath and the surrounding area by improving public transport and enhancing pedestrian access for the benefit of residents, commuters and visitors.</p>														
<p>Following the Comprehensive Spending Review, the Bath Transportation Package has been placed in the Department for Transport's development pool of transport schemes being considered for investment in future years.</p>														
<p>The final bid to the Government for a scheme that will tackle the city's current and future traffic problems and support the infrastructure required to regenerate the local economy was agreed by the Council on Thursday 14th July 2011. The amendments to the package have removed all statutory processes such as CPOs and allow for the remaining elements to be implemented immediately. A 'best and final offer' will be submitted to the DfT on 9th September 2011.</p>														
<p>The BTP includes the following elements:</p> <ul style="list-style-type: none"> • Upgrades to bus stop infrastructure on 9 service routes, including real time passenger information; • Expansion of Odd Down Park and Ride by 250 spaces, Lansdown Park and Ride by 390 spaces, and Newbridge Park and Ride by 250 spaces; • Variable message signs on the main approaches to Bath, and within the city centre; • City centre works including High Street improvements and timed access restrictions; • Works to support Bath Western Riverside including a Bus Rapid Transit system serving the site. 														
<p>Cost: £31.853 million</p>	<p>Funding Sources: Department for Transport (£11.6m) B&NES Council (£17.8m) Third Party Contributions: £2.389m</p>													
<p>Risks: New government guidance being followed since the Comprehensive Spending Review placed the scheme in the £600m Development Pool.</p>														
<p>Contingencies: Not yet identified</p>														
<p>Evidence: Bath Transportation Package Major Scheme Bid: http://www.bathnes.gov.uk/transportandstreets/transportpolicy/plansandstrategies/bathpackage/Pages/default.aspx Single Conversation: West of England Delivery & Infrastructure Investment Plan (2010)p7 http://www.westofengland.org/transport/bath-package Major Scheme Business Case for the Bath Transportation Package, 2006: http://www.bathnes.gov.uk/transportandstreets/transportpolicy/plansandstrategies/bathpackage/Pages/Major%20Scheme%20Business%20Case.aspx DfT Investment in Local Major Transport Schemes: http://www.dft.gov.uk/adobepdf/165237/706167/transportsschemesupdate.pdf</p>	<table border="1"> <thead> <tr> <th colspan="3" data-bbox="1294 1106 2110 1137">Phasing:</th> </tr> <tr> <th data-bbox="1294 1137 1563 1169">2011/12-2015/16</th> <th data-bbox="1563 1137 1832 1169">2016/17-2020/21</th> <th data-bbox="1832 1137 2110 1169">2021/22-2025/26</th> </tr> </thead> <tbody> <tr> <td data-bbox="1294 1169 1563 1201">➤</td> <td data-bbox="1563 1169 1832 1201">➤</td> <td data-bbox="1832 1169 2110 1201">➤</td> </tr> <tr> <td colspan="2" data-bbox="1294 1201 1742 1420"> <p>Relevant policy areas: Bath District Wide benefits also as Bath is the primary centre</p> </td> <td data-bbox="1742 1201 2110 1420"> <p>Lead Agencies: DfT B&NES Council</p> </td> </tr> </tbody> </table>		Phasing:			2011/12-2015/16	2016/17-2020/21	2021/22-2025/26	➤	➤	➤	<p>Relevant policy areas: Bath District Wide benefits also as Bath is the primary centre</p>		<p>Lead Agencies: DfT B&NES Council</p>
Phasing:														
2011/12-2015/16	2016/17-2020/21	2021/22-2025/26												
➤	➤	➤												
<p>Relevant policy areas: Bath District Wide benefits also as Bath is the primary centre</p>		<p>Lead Agencies: DfT B&NES Council</p>												

BI.2 Improvements to Flood Defences of Bath City Centre and Riverside Corridor		Category: Water & Drainage	Status: Key									
<p>The Flood Risk Management Strategy has concluded that there is no comprehensive strategic solution to reduce peak flow in Bath that is technologically and economically viable. The strategy proposed is one of on-site flood defences combined with upstream compensatory storage. New development must provide storage to off-set the volume of water that would be displaced in a flood event by the defences on site. In order to meet the requirements a flood storage area of approximately 233,000m³ is required. Provision of compensatory storage off-site is more cost effective than providing it on site and allows for greater flexibility in masterplanning. These improvements will also benefit locations downstream from Bath. The Consultant's first phase report has identified two potential locations which could accommodate this volume. Upstream compensation and on-site flood defences will need to be in place prior to development commencing.</p> <p>As detailed in PPS 25 developers cannot normally call on public resources to provide defences and other measures for their proposed development where they are not already programmed for the protection of existing development. The delivery of new or improved defences required to make new development safe would therefore normally be expected to be funded by the development.</p> <p>The potential for this infrastructure to contribute to strategic green infrastructure (DWI.18) will also need to be considered.</p>												
<p>Cost: £7.6m</p>	<p>Funding Sources: West of England LIP Developer contributions On site requirement for compensatory flood mitigation measures for sites within the River Corridor</p>											
<p>Risks: Creation of compensatory storage would require forward funding ahead of the receipt of developer contributions; government support is required to facilitate this.</p>												
<p>Contingencies: The strategic solution relates only to flood compensation, on site flood defences will still be required irrespective of whether a strategic flood compensation area can be delivered. This is in line with the Strategic Flood Risk Management Study. Developers will need to be aware of the flood risk management infrastructure along the river corridor in Bath.</p> <p>If a strategic compensation area is not delivered the space required for compensation on a site by site basis and therefore would reduce the development capacity of river corridor sites. This will also have an impact on the design of river corridor development. Costs of an on-site solution may also be prohibitive for some sites and will challenge their ability to be brought forward by the market</p>												
<p>Evidence: Single Conversation: West of England Delivery & Infrastructure Investment Plan (2010)p7 B&NES (2008) Strategic Flood Risk Assessment 1&2 B&NES (2009) Strategic Flood Risk Management Strategy Emerging B&NES Green Infrastructure Strategy Evidence gathering for IDP (Development & Major Projects & Environment Agency) Bath Compensatory Storage Study Phase 1 Report (WYG November 2011)</p>		<table border="1"> <thead> <tr> <th colspan="3">Phasing</th> </tr> <tr> <th>2011/12-2015/16</th> <th>2016/17-2020/21</th> <th>2021/22-2025/26</th> </tr> </thead> <tbody> <tr> <td>✓</td> <td></td> <td></td> </tr> </tbody> </table> <p>Relevant policy areas: Bath District wide Keynsham</p> <p>Lead Agencies: Bath & North East Somerset Council; Environment Agency; Landowners/Developers</p>		Phasing			2011/12-2015/16	2016/17-2020/21	2021/22-2025/26	✓		
Phasing												
2011/12-2015/16	2016/17-2020/21	2021/22-2025/26										
✓												

BI.3 Public Investment in Bath Western Riverside	Category: Site Specific Infrastructure	Status: Key													
<p>Public investment is needed into a number of key regeneration delivery items to bring this site forward. Investment items include - among others- infrastructure delivery, affordable housing, remediation and land assembly.</p> <p>The Bath Western Riverside development site is covered by a Supplementary Planning Document which covers a 35ha area and outlines this area for a mixed use development.</p> <p>Crest Nicholson has applied for planning permission to develop an area of 17.9 ha (OPA1, Application No 06/01733/EOUT) of this overall site, mainly for residential development.</p> <p>Crest Nicholson has also applied for Detailed Planning Permission (DPA1) for a 5.59ha area which is part of the site and under owned by Crest or under their control.</p>															
<p>Cost: The cost of the overall development of the Supplementary Planning Document (SPD) has not been estimated in detail. The document outlines though that gap funding for various delivery items will be needed (Part 3 Implementation Plan). The approximate private sector investment in the OPA1 development as outlined by Crest Nicholson is £400M; Approximate private sector investment in the secured land area (part of OPA1 approx. 800 units) £200M;</p> <p>Council investment in infrastructure within the secured land of £5.7m.</p> <p>HCA investment in affordable housing - £6.03m for Phase 1 providing 100 affordable homes</p> <p>A total of £28m has been included in the West of England Delivery & Infrastructure Plan for Bath City Riverside to finance schemes including flood alleviation, land assembly and remediation, and affordable housing. This funding is to be accessed through specific bids and would be subject to the availability of finance at the time.</p>		<p>Funding Sources: Council Capital Funding Further public sector funding from HCA Applied for through RGF revolving infrastructure fund Developer funding</p> <p>SHLAA Reference: WES 1</p>													
<p>Risks: Delivery Risk (contamination, flooding etc), Market Risk HCA funding is to be accessed through specific bids and would be subject to the availability of finance at the time</p>															
<p>Contingencies: Council has entered into a Corporate Agreement with Crest Nicholson for part of the site to support comprehensive delivery of the site parts which will be developed by Crest Nicholson.</p>															
<p>Evidence: Supplementary Planning Document Bath Western Riverside Outline Planning Application No 06/01733/EOUT and associated documents Detailed Planning Application No 06/04013/EFUL and associated documents Evidence gathering for IDP (Development & Major Projects) West of England Delivery & Infrastructure Plan</p>		<table border="1"> <tr> <th colspan="3" data-bbox="1294 1118 2103 1161">Phasing:</th> </tr> <tr> <th data-bbox="1294 1161 1563 1204">2011/12-2015/16</th> <th data-bbox="1563 1161 1832 1204">2016/17-2020/21</th> <th data-bbox="1832 1161 2103 1204">2021/22-2025/26</th> </tr> <tr> <td data-bbox="1294 1204 1563 1248">></td> <td data-bbox="1563 1204 1832 1248">></td> <td data-bbox="1832 1204 2103 1248">></td> </tr> <tr> <td colspan="2" data-bbox="1294 1248 1742 1374">Relevant policy areas: Bath</td> <td data-bbox="1742 1248 2103 1374">Lead Agencies: B&NES Developer HCA</td> </tr> </table>		Phasing:			2011/12-2015/16	2016/17-2020/21	2021/22-2025/26	>	>	>	Relevant policy areas: Bath		Lead Agencies: B&NES Developer HCA
Phasing:															
2011/12-2015/16	2016/17-2020/21	2021/22-2025/26													
>	>	>													
Relevant policy areas: Bath		Lead Agencies: B&NES Developer HCA													

BI.3a New Primary School at Bath Western Riverside		Category: Education	Status: Key	
<p>Outline planning application for whole site, 06/01733/EOUT was permitted in December 2010 which included the requirement to provide a new single form entry primary school (Class D1).</p> <p>Outline planning application 06/01733/EOUT contains the following condition: "Not more than 1150 residential units within the development shall be occupied until a scheme for the provision of the primary school has been submitted to and approved in writing by the Local Planning Authority. The scheme to be submitted for approval shall include for the provision of access and services to the school site. Not more than 1250 residential units within the development shall be occupied unless the primary school has been completed and is ready for use by the local education authority in accordance with the approved scheme".</p>				
Cost:	Funding Sources: Developer contributions		SHLAA Reference: WES 1	
Risks: 06/01733/EOUT was granted outline planning permission in December 2010				
Contingencies: There is a statutory obligation to provide sufficient primary school places. There could be some phasing options around the delivery of facilities.				
Evidence: <ul style="list-style-type: none"> Evidence gathering for IDP(Local Education Authority) SHLAA May 2011 Outline planning permission: 06/01733/EOUT 		Phasing:		
		2011/12-2015/16	2016/17-2020/21	2021/22-2025/26
			✓	
		Relevant policy areas:	Lead Agencies:	
		Bath	Local Education Authority; Developers/Landowners	

BI.3b New GP surgery at Bath Western Riverside		Category: Health	Status: Key
<p>Outline planning application for whole site, 06/01733/EOUT was permitted in December 2010 which included the requirement to provide a new GP surgery.</p> <p>Outline planning application 06/01733/EOUT contains the following condition: “Not more than 500 residential units within the development shall be occupied on the green land or the red land on Plan 2 within the Section 106 legal agreement associated with this permission, until a scheme for the provision of accommodation for a Health Care Facility has been submitted to and approved in writing by the Local Planning Authority. Not more than 750 residential units within the development shall be occupied on the green land or the red land until the accommodation for a Health Care Facility has been provided in accordance with the approved scheme”.</p>			
Cost: Not quantified	Funding Sources: Developer contributions		SHLAA Reference: WES 1
Risks: 06/01733/EOUT was granted outline planning permission in December 2010			
Contingencies:			
Evidence: <ul style="list-style-type: none"> SHLAA May 2011 Outline planning permission: 06/01733/EOUT 		Phasing:	
		2011/12-2015/16	2016/17-2020/21
		✓	
		Relevant policy areas:	Lead Agencies:
		Bath	B&NES PCT; Developer

BI.3c Floodplain storage compensation works at Bath Western Riverside		Category: Water & Drainage	Status: Key	
<p>Outline planning application for whole site, 06/01733/EOUT was permitted in December 2010.</p> <p>Decision notice for 06/01733/EOUT contains the following conditions for on-site floodplain compensation storage works: “No development shall commence on Stage one until such time as a scheme for the provision of floodplain storage compensation works on land to the east of Midland Road, including details of any proposed phasing programme (and any proposed temporary stockpiling of materials), for fluvial events up to and including the 1 in 100 year (+20%) has been submitted to and approved in writing by the Local Planning Authority. No development approved by this permission shall be commenced on Stage three until such time as a scheme for the provision of floodplain storage compensation works on land to the west of Midland Road, including details of any proposed phasing programme (and any proposed temporary stockpiling of materials), for fluvial events up to and including the 1 in 100 year (+20%) has been submitted to and approved in writing by the Local Planning Authority”.</p>				
Cost: Not quantified	Funding Sources: Developer contributions		SHLAA Reference: WES 1	
Risks: 06/01733/EOUT was granted outline planning permission in December 2010				
Contingencies:				
Evidence: <ul style="list-style-type: none"> Outline planning permission: 06/01733/EOUT 		Phasing:		
		2011/12-2015/16	2016/17-2020/21	2021/22-2025/26
		>	>	>
		Relevant policy areas: Bath	Lead Agencies: Developers/Landowners; B&NES Council;	

BI.3d New vehicular bridge across the River Avon		Category: Transport	Status: Key	
<p>Outline planning application for whole site, 06/01733/EOUT was permitted in December 2010 which included the requirement to provide a new vehicular bridge across the River Avon, in place of the Destructor Bridge (Midland Road)</p> <p>Outline planning application 06/01733/EOUT contains the following condition: “Details of the design and construction of the replacement Destructor Bridge, including the soffit levels, and associated enabling works shall be submitted to and approved in writing by the Local Planning Authority prior to the removal of the existing bridge and construction of the replacement bridge. The replacement bridge shall be constructed in accordance with the approved details. Prior to the removal and replacement of the existing Destructor Bridge, a Method Statement shall be submitted to and approved in writing by the Local Planning Authority detailing the methodology and timescale for removal and replacement of the existing bridge and thereafter the works comprised in the Method Statement shall be carried out in accordance with the approved Method Statement”.</p> <p>“No more than 600 residential units within the development shall be occupied until a scheme for the replacement Destructor Bridge has been submitted to the Local Planning Authority for approval. Not more than 650 residential units within the development shall be occupied until the replacement Destructor Bridge has been completed and available for use so as to provide an open connection (excluding works to the footway west of Midland Road within the land coloured purple on Plan 2 within the Section 106 legal agreement associated with this permission)for vehicular traffic from the Upper Bristol Road across the Destructor Bridge and through the development in accordance with the approved scheme”.</p>				
Cost: Not quantified	Funding Sources: Developer contributions		SHLAA Reference: WES 1	
Risks: 06/01733/EOUT was granted outline planning permission in December 2010				
Contingencies:				
Evidence: <ul style="list-style-type: none"> SHLAA May 2011 Outline planning permission: 06/01733/EOUT 		Phasing:		
		2011/12-2015/16	2016/17-2020/21	2021/22-2025/26
			✓	
		Relevant policy areas:		Lead Agencies:
Bath		Developer		

BI.3e New pedestrian bridge across the River Avon		Category: Transport	Status: Desirable	
<p>Outline planning application for whole site, 06/01733/EOUT was permitted in December 2010 which included the requirement to provide a new pedestrian bridge across the River Avon.</p> <p>Outline planning application 06/01733/EOUT contains the following condition: Prior to commencement of development on the land coloured red on Plan 2 within the Section 106 legal agreement associated with this permission, a Pedestrian Access Strategy shall be submitted to and approved in writing by the Local Planning Authority. Details of any new pedestrian bridge required under the pedestrian access strategy shall be submitted to and approved in writing by the Local Planning Authority prior to construction of the new bridge and removal of the existing gas pipe bridge.</p> <p>“If required by the approved Pedestrian Access Strategy as required by condition 34, no more than 1200 residential units within the development shall be occupied until a scheme for the pedestrian bridge has been submitted to the local planning authority for approval. Not more than 1300 residential units within the development shall be occupied until the Pedestrian Pipe Bridge has been completed and available for use in accordance with the approved scheme”.</p>				
Cost: Not quantified	Funding Sources: Developer contributions		SHLAA Reference: WES 1	
Risks: 06/01733/EOUT was granted outline planning permission in December 2010				
Contingencies:				
Evidence: <ul style="list-style-type: none"> SHLAA May 2011 Outline planning permission: 06/01733/EOUT 		Phasing:		
		2011/12-2015/16	2016/17-2020/21	2021/22-2025/26
				✓
		Relevant policy areas:	Lead Agencies:	
		Bath	Developer	

BI.3f Enhanced pedestrian facilities, new paths and cycleways at Bath Western Riverside		Category: Public Realm	Status: Key	
Outline planning application for whole site, 06/01733/EOUT was permitted in December 2010 which included the requirement to provide enhanced pedestrian facilities, new paths and cycleways at Bath Western Riverside				
Cost: Not quantified	Funding Sources: Developer contributions		SHLAA Reference: WES 1	
Risks: 06/01733/EOUT was granted outline planning permission in December 2010				
Contingencies:				
Evidence: <ul style="list-style-type: none"> SHLAA May 2011 Outline planning permission: 06/01733/EOUT 		Phasing:		
		2011/12-2015/16	2016/17-2020/21	2021/22-2025/26
		>	>	>
		Relevant policy areas:	Lead Agencies:	
		Bath	Developer	

BI.3g New riverside park at Bath Western Riverside		Category: Green Infrastructure	Status: Key	
Outline planning application for whole site, 06/01733/EOUT was permitted in December 2010 which included the requirement to provide enhanced a new riverside park at Bath Western Riverside				
Cost: Not quantified	Funding Sources: Developer contributions		SHLAA Reference: WES 1	
Risks: 06/01733/EOUT was granted outline planning permission in December 2010				
Contingencies:				
Evidence: <ul style="list-style-type: none"> SHLAA May 2011 Outline planning permission: 06/01733/EOUT 		Phasing:		
		2011/12-2015/16	2016/17-2020/21	2021/22-2025/26
		>	>	>
		Relevant policy areas:	Lead Agencies:	
		Bath	Developer	

BI.3h Relocation of Midland Road civic waste facility		Category: Waste	Status: Key	
<p>Outline planning application for whole site, 06/01733/EOUT was permitted in December 2010. Part of the wider Bath Western Riverside site lies on the north bank of the river, which is currently occupied by the Midland Road Depot which contains various Council operated refuse, cleansing and recycling uses, including waste compaction and transfer. This site needs to be relocated to enable development. This will be triggered by progress of the BWR development and/or in particular a redevelopment offer/agreement for the Midland Road land.</p>				
Cost: Not quantified	Funding Sources: Developer contributions		SHLAA Reference: WES 1	
Risks: 06/01733/EOUT was granted outline planning permission in December 2010				
Contingencies: Site needs to be allocated in the Placemaking Plan				
Evidence: <ul style="list-style-type: none"> SHLAA May 2011 Outline planning permission: 06/01733/EOUT 		Phasing:		
		2011/12-2015/16	2016/17-2020/21	2021/22-2025/26
			>	>
		Relevant policy areas:	Lead Agencies:	
		Bath	B&NES Council; Developer	

BI.3i New on-site primary sub station at Bath Western Riverside		Category: Energy	Status: Key	
<p>Outline planning application for whole site, 06/01733/EOUT was permitted in December 2010. Later phases of the Bath Western Riverside development will require a new on-site primary sub station to ensure continuity of supply.</p>				
Cost: Not quantified	Funding Sources: Developer contributions Western Power Distribution		SHLAA Reference: WES 1	
Risks: 06/01733/EOUT was granted outline planning permission in December 2010				
Contingencies:				
Evidence: <ul style="list-style-type: none"> • SHLAA May 2011 • Outline planning permission: 06/01733/EOUT • Evidence gathering for IDP (Western Power Distribution) 		Phasing:		
		2011/12-2015/16	2016/17-2020/21	2021/22-2025/26
				✓
		Relevant policy areas: Bath	Lead Agencies: B&NES Council; Developer; Western Power Distribution	

BI.3j Decommissioning of Gas Holders at Bath Western Riverside		Category: Energy	Status: Key	
<p>Outline planning application for whole site, 06/01733/EOUT was permitted in December 2010.</p> <p>The decommissioning and removal of the Windsor Gas Holder Station is an essential prerequisite to the redevelopment of much of Bath Western Riverside and its environs.</p> <p>06/01733/EOUT Decision notice contains a condition to the effect: "The development of residential accommodation, commercial premises, or any other permanent building designed for occupation shall not be occupied within the Inner or Middle Consultation Zones shown on the attached Health and Safety Executive plan until Windsor Gas Holder Station has been permanently decommissioned to the satisfaction of the Local Planning Authority in consultation with the Health and Safety Executive and the hazardous substances consent applicable to the three gas holders has been removed." The Health and Safety Executive has raised objections to the proposed development on public safety grounds, and these objections must be addressed to the satisfaction of the local planning authority (in consultation with the Health and Safety Executive) before any occupation of the specified types of development takes place within the specified Zones.</p>				
Cost: c.£11m	Funding Sources: Developer contributions HCA funding		SHLAA Reference: WES 1	
Risks: 06/01733/EOUT was granted outline planning permission in December 2010				
Contingencies:				
Evidence: <ul style="list-style-type: none"> Outline planning permission: 06/01733/EOUT Core Strategy Topic paper 8 (September 2011) 		Phasing:		
		2011/12-2015/16	2016/17-2020/21	2021/22-2025/26
		✓		
		Relevant policy areas: Bath	Lead Agencies: Developers/Landowners; B&NES Council; HCA	

BI.4 Improvements to Bath Train Station and enhanced frequency of trains from Bath & Oldfield Park to Bristol		Category: Transport		Status: Desirable			
<ul style="list-style-type: none"> Capital improvements to the station and links to this to be sought as part of the BWR development. Signalling renewals by Network Rail at Bristol TDM, Bristol Signalling Centre area, and repositioning of signals at Bath Spa will improve reliability, provide additional capacity and reduced platform reoccupation times. This facilitates an enhanced cross-Bristol service benefiting Bath Spa, Oldfield Park and Keynsham Greater Bristol Metro Rail Project to provide improvements to suburban services around Bristol, including improved frequency to provide half hourly services involving new rolling stock and some new infrastructure. This scheme is promoted within LTP3. 							
Cost: 19.7m for Greater Bristol Metro Rail Project		Funding Sources:					
		<ul style="list-style-type: none"> Network Rail Train Operators Government funding for Greater Bristol Metro Rail Project 					
Risks: Greater Bristol Metro Rail Project not funded in current Comprehensive Spending Review period to March 2015.							
Contingencies: Further guidance is expected from DfT towards the end of 2011, when the current CSR is concluded, to advise how the Greater Bristol Metro Rail Project could be progressed. This is not a reflection of the 'worth' of this scheme, simply a reflection of its 'state of readiness'.							
Evidence: Evidence gathering for IDP (Transport) Bath Western Riverside SPD Great Western Mainline Route Utilisation Strategy (RUS) Network Rail Route Plan K 2011 Update		Phasing:					
		2011/12-2015/16		2016/17-2020/21		2021/22-2025/26	
		➤		➤		➤	
		Relevant policy areas:				Lead Agencies:	
Bath Keynsham				Network Rail; Developers & Landowners			

BI.5 Parking Strategy for the City of Bath		Category: Transport		Status: Key	
<p>The management of car parking is a key mechanism to achieve wider economic, environmental, safety, social and quality of life objectives. Some existing car park sites in central Bath have been identified as key development sites, so their release for alternative uses (with replacement parking at Park & Ride sites) needs to be effectively managed to ensure that all access to the city centre is maintained. The existing Riverside Coach Park forms part of the Bath Quays development site, so may need to be relocated. In terms of maintaining accessibility to the city centre, coach parking is an efficient land use, with an average coach carrying the equivalent of 20 cars. A replacement coach parking facility within the city centre is therefore envisaged.</p>					
<p>Cost: Car parking strategy: n/a Cost of replacement coach park not yet quantified.</p>		<p>Funding Sources: Bath Parking Strategy underway and led by the Council's Transportation Planning Department.</p>			
<p>Risks: Redevelopment of car park sites requires replacement parking provision at park & ride sites.</p>					
<p>Contingencies:</p>					
<p>Evidence: A comprehensive series of parking and Park & Ride surveys was undertaken in 2009. Research is currently underway, anticipated publication in 2011 (Transportation Planning)</p>			<p>Phasing:</p>		
			<p>2011/12-2015/16</p>	<p>2016/17-2020/21</p>	<p>2021/22-2025/26</p>
			<p>➤</p>	<p>➤</p>	<p>➤</p>
			<p>Relevant policy areas: Bath</p>		<p>Lead Agencies: Bath & North East Somerset Council</p>

BI.6 Bath Library re-provision as part of GDS.1/B16 Hilton Hotel / Podium / Cattlemarket site		Category: Community facilities	Status: Desirable	
The SHLAA has assessed this site as being suitable for approximately 48 dwellings. The site is allocated in the Local Plan under GDS.1/B16 for a comprehensive mixed use scheme including the provision for a replacement library.				
Cost: not known	Funding Sources: Development requirement for the Podium/Cattlemarket site.	SHLAA Reference: ABB 6		
Risks: Podium/Cattlemarket site may fail to come forward in the plan period.				
Contingencies: Continued use of current site within the Podium.				
Evidence: <ul style="list-style-type: none"> Evidence gathering for IDP (Library Services) SHLAA (May 2011) 		Phasing:		
		2011/12-2015/16	2016/17-2020/21	2021/22-2025/26
		>	>	>
		Relevant policy areas: Bath	Lead Agencies: Podium/Cattlemarket site landowner/developer B&NES Council	

BI.6a Riverside enhancements as part of GDS.1/B16 Hilton Hotel / Podium / Cattlemarket site		Category: Green Infrastructure	Status: Desirable	
The SHLAA has assessed this site as being suitable for approximately 48 dwellings. The site is allocated in the Local Plan under GDS.1/B16 for a comprehensive mixed use scheme including the enhancement of the riverside area, including public access achieved through enhancements to the Bath riverside walk.				
Cost: not known	Funding Sources: Development requirement for the Podium/Cattlemarket site.	SHLAA Reference: ABB 6		
Risks: Podium/Cattlemarket site may fail to come forward in the plan period.				
Contingencies:				
Evidence: <ul style="list-style-type: none"> SHLAA (May 2011) 		Phasing:		
		2011/12-2015/16	2016/17-2020/21	2021/22-2025/26
		>	>	>
		Relevant policy areas: Bath	Lead Agencies: Podium/Cattlemarket site landowner/developer B&NES Council	

BI.7: Bath Centre District Heating Network		Category: Energy		Status: Desirable	
The implementation of a district heating scheme in Bath has been investigated and shown to have the potential to deliver significant CO ₂ reductions (3097 tonnes CO ₂ pa) and long-term financial (3.96% IRR) returns.					
Cost: £5,010,224		Funding Sources: Private financing from third-party ESCOs Developer contributions			
Risks: Attracting large enough customer base on long term heat contracts to realise carbon savings and financial returns. Developer contributions can only be received where network connections are agreed prior to construction. Capturing large development sites improves project returns.					
Contingencies: Without a district heating network new development sites will still be required to meet the same carbon targets, although at additional cost. An existing network acts as an enabler to making carbon savings in the existing building stock; through modelled connection and through future network expansion. This is particularly relevant to network options in Bath where heritage and conservation designations make it one of only a few effective interventions.					
Evidence: B&NES District Heating Study (AECOM, 2010) B&NES Renewable Energy Capacity Study (CAMCO, 2010)			Phasing:		
			2011/12-2015/16	2016/17-2020/21	2021/22-2025/26
			➤	➤	➤
			Relevant policy areas: Bath		Lead Agencies: Bath & North East Somerset Council; Landowners/Developers; Energy Services Company

BI.8: Bath Riverside District Heating Network		Category: Energy	Status: Desirable	
<p>The implementation of a district heating scheme in the Bath Riverside development corridor has been investigated and shown to have the potential to deliver significant CO₂ reductions (3401 tonnes CO₂ pa) and long-term financial (6.85% IRR) returns.</p>				
<p>Cost: £5,448,996</p>	<p>Funding Sources: Private financing from third-party ESCOs Developer contributions</p>			
<p>Risks: Attracting large enough customer base on long term heat contracts to realise carbon savings and financial returns. The network requires large development sites to connect to the network. If planning consent is given prior to an agreement to connect the customer base may be locked out. Capturing large development sites is vital to project feasibility, for heat demand and for developer contributions.</p>				
<p>Contingencies: Without a district heating network new development sites will still be required to meet the same carbon targets, although at additional cost. An existing network acts as an enabler to making carbon savings in the existing building stock; through modelled connection and through future network expansion. This is particularly relevant to network options in Bath where heritage and conservation designations make it one of only a few effective interventions.</p>				
<p>Evidence: B&NES District Heating Study (AECOM, 2010) B&NES Renewable Energy Capacity Study (CAMCO, 2010)</p>		Phasing:		
		2011/12-2015/16	2016/17-2020/21	2021/22-2025/26
		>	>	>
		Relevant policy areas:		Lead Agencies:
Bath Riverside		Bath & North East Somerset Council; Landowners/Developers		

BI.9a New early years facility at MOD Foxhill site		Category: Education	Status: Key	
<p>The re-development of MOD Foxhill, Bath is likely to trigger the need for a new early years facility on site, this is likely to be required in the early stages of development in order to accommodate the children from the new development as they appear.</p>				
Cost: dependent on delivery strategy and phasing	Funding Sources: Developer contributions/CIL	SHLAA Reference: CDN3		
Risks: Changes in government policy could change the way in which education is delivered.				
Contingencies: There is a statutory obligation to ensure sufficiency of early years provision.				
Evidence: <ul style="list-style-type: none"> • Evidence gathering for IDP(Local Education Authority) • SHLAA (May 2011) 		Phasing:		
		2011/12-2015/16	2016/17-2020/21	2021/22-2025/26
			> Potential for CIL capital	> Potential for CIL capital
		Relevant policy areas:		Lead Agencies:
Bath		Local Education Authority; Developers/Landowners		

BI.9b New primary school at MOD Foxhill site		Category: Education	Status: Key	
<p>The re-development of MOD Foxhill, Bath is likely to trigger the need for a new primary school on site, this is likely to be required in the early stages of development in order to accommodate the children from the new development as they appear.</p>				
Cost: c.£6m (Roger Tym estimate for a new primary school)	Funding Sources: Developer contributions/CIL	SHLAA Reference: CDN3		
Risks: Changes in government policy could change the way in which education is delivered.				
Contingencies: There is a statutory obligation to provide sufficient primary school places				
Evidence: <ul style="list-style-type: none"> • Evidence gathering for IDP(Local Education Authority) • SHLAA (May 2011) • West of England IDP (Roger Tym/URS May 2010) 		Phasing:		
		2011/12-2015/16	2016/17-2020/21	2021/22-2025/26
			> Potential for CIL capital	> Potential for CIL capital
		Relevant policy areas:	Lead Agencies:	
		Bath	Local Education Authority; Developers/Landowners	

BI.9c Highways infrastructure associated with MOD Foxhill site		Category: Transport	Status: Key															
<p>The MOD Foxhill site is designated as a General Development Site in the Local Plan, with requirements for a main vehicular access onto Bradford Road, with at least one secondary access onto Foxhill incorporating traffic calming measures.</p> <p>The SHLAA expands on this requirement, stating that visibility splays will need to be provided in line with the guidance of 'Manual for Streets'; existing multiple access points onto Bradford Road will need to be rationalised and footways reinstated; the access and on-site roads of adoptable standard are required; any increased of the use of the Bradford Road junction may require upgraded access (i.e. right-turn lane, roundabout) due to the need to avoid obstruction on this road. Cycle parking is required.</p> <p>A Transport Assessment accompanying a planning application should consider impact on Bradford Road, and further afield as necessary. Particularly sensitive junctions might include Ralph Allen Drive, Brassknocker Hill and the Glasshouse double-mini roundabout. The site is likely to have a significant strategic impact. The cumulative effect of this and other SHLAA sites nearby is likely to affect the performance of the following junctions: A3062 / Foxhill / Clevedale Rd, A3062 North Rd/ Ralph Allen Drive & A3062 / Entry Hill.</p>																		
Cost: Not yet quantified.	Funding Sources: Developer contributions	SHLAA Reference: CDN3																
Risks:																		
Contingencies:																		
Evidence: <ul style="list-style-type: none"> SHLAA (May 2011) B&NES Local Plan (Adopted October 2007) 		<table border="1"> <tr> <th colspan="3">Phasing:</th> </tr> <tr> <th>2011/12-2015/16</th> <th>2016/17-2020/21</th> <th>2021/22-2025/26</th> </tr> <tr> <td></td> <td>> S106: Site specific infrastructure</td> <td>> S106: Potential for CIL capital</td> </tr> <tr> <td colspan="2">Relevant policy areas:</td> <td>Lead Agencies:</td> </tr> <tr> <td colspan="2">Bath</td> <td>Local Highway Authority; Developers/Landowners</td> </tr> </table>		Phasing:			2011/12-2015/16	2016/17-2020/21	2021/22-2025/26		> S106: Site specific infrastructure	> S106: Potential for CIL capital	Relevant policy areas:		Lead Agencies:	Bath		Local Highway Authority; Developers/Landowners
Phasing:																		
2011/12-2015/16	2016/17-2020/21	2021/22-2025/26																
	> S106: Site specific infrastructure	> S106: Potential for CIL capital																
Relevant policy areas:		Lead Agencies:																
Bath		Local Highway Authority; Developers/Landowners																

BI.9d Green Infrastructure associated with MOD Foxhill site		Category: Green Infrastructure	Status: Key	
<p>The MOD Foxhill site is designated as a General Development Site in the Local Plan, with requirements for the retention and enhancement of existing vegetation, boundary planting and reinforcement and maintenance of northern boundary planting; a minimum of 2ha of public open space and children’s playing space.</p>				
Cost: Not yet quantified.	Funding Sources: Developer contributions	SHLAA Reference: CDN3		
Risks:				
Contingencies:				
Evidence: <ul style="list-style-type: none"> • SHLAA (May 2011) • B&NES Local Plan (Adopted October 2007) 		Phasing:		
		2011/12-2015/16	2016/17-2020/21	2021/22-2025/26
			> S106: Site specific infrastructure	> S106: Potential for CIL capital
		Relevant policy areas:	Lead Agencies:	
		Bath	Developers/Landowners	

BI.10a Re-provision of the Manvers Street Royal Mail Bath Delivery Office		Category: Community Facilities	Status: Key	
<p>The draft core Strategy seeks to “regenerate and repair a number of areas within the Central Area to create new areas of attractive and productive townscape and a much improved relationship between the city and its river.” The Royal Mail delivery office falls within one such area and therefore needs to be relocated. The site could form part of a phased or comprehensive redevelopment of the area alongside the neighbouring police station and public car park.</p> <p>The SHLAA states that Royal Mail may contemplate relocation if offered a large consideration for land holding – thus making relocation financially worthwhile. However, alternative (half acre) city centre site unlikely to be available. Central location considered important as postal services in Bath are centred on postmen ‘walking’ to their rounds. An out-of-centre or edge of city location might increase operating costs. It is unlikely that an alternative city centre site will become available although there may be options out-of-centre. Site not likely to be available in the short to medium term (5-10 yrs). Longer term availability (10 years+) dependent on future technologies /operational requirements and potential opportunities for relocation.</p>				
Cost: Not yet quantified.	Funding Sources: - Developer - Royal Mail	SHLAA Reference: ABB 3		
Risks: A sufficiently adequate site needs to be found				
Contingencies:				
Evidence: Evidence gathering for IDP (Royal Mail) SHLAA (May 2011)		Phasing:		
		2011/12-2015/16	2016/17-2020/21	2021/22-2025/26
			>	
		Relevant policy areas: Bath	Lead Agencies: Developer B&NES Council Royal Mail	

BI.10b Provision of a significant new public space at Manvers Street		Category: Public Realm	Status: Desirable	
<p>ABB 4&5 offer a mixed use city centre redevelopment opportunity. Development in this area offers the opportunity to enhance the Manvers Street city approach through high quality contemporary development which respects the historic context. A significant new public space could be created to the front of St. Johns Church.</p>				
Cost: Not yet quantified.	Funding Sources: - Developer	SHLAA Reference: ABB 4&5		
Risks:				
Contingencies:				
Evidence: SHLAA (May 2011)		Phasing:		
		2011/12-2015/16	2016/17-2020/21	2021/22-2025/26
			>	
		Relevant policy areas: Bath	Lead Agencies: Developer B&NES Council	

BI.11 West of England Key Commuter Routes: Local Sustainable Transport Fund Application		Category: Transport	Status: Desirable									
<p>'Key Commuter Routes' is an integrated package promoting low carbon alternatives to single occupancy car-use on six key commuter corridors capturing 40% of journeys to work across the West of England. This bid covers the West of England travel to work area. A combination of walking, cycling and public transport infrastructure will be supported by a package of marketing, promotion and other interventions to support modal change. Significant work has already taken place along these corridors under the auspices of the Greater Bristol Bus Network and Cycling City projects. The actions will enable the West of England Authorities to capitalise on this work.</p> <p>On the Bath to Bristol Corridor, actions will be focused on improving bus travel, by:</p> <ul style="list-style-type: none"> • Introducing Real Time Information at bus stops and interchanges; • Improved service reliability <p>On Batheaston/Bath Spa University to Bath corridor, actions will be focused on building the missing links of cycle and pedestrian routes that will link the main commuter corridors. A new route will be created from Bathampton and Batheaston to the city centre which will join up with the existing footpath from the A46 to Grosvenor Bridge East, which will also be connected to National Cycle Network 4. This will include the construction of a new bridge across the River Avon.</p> <p>Key component bid was successful on 5th July 2011.</p>												
Cost: £750,000	Funding Sources: Department for Transport Local Sustainable Transport Fund Public sector funding including the 4 Unitary Authorities, Primary Care Trust, Connect2, Private sector Third sector											
Risks:												
Contingencies: DfT funding has been confirmed												
Evidence: Local Sustainable Transport Fund Application: http://www.travelplus.org.uk/media/215878/woe%20lstf%20key%20component%20bid%20april%202011.pdf Funding approval press release: http://travelplus.org.uk/media/219400/05%2006%2011%20lstf%20key%20component%20success%20.pdf Local Sustainable Transport Fund Application approved bids: http://assets.dft.gov.uk/publications/local-sustainable-transport-fund-guidance-on-the-application-process/successful-bid-recipients.pdf Bath Chronicle article: http://www.thisisbath.co.uk/New-cycle-route-path-planned-city-centre/story-13112787-detail/story.html		<table border="1"> <thead> <tr> <th colspan="3">Phasing:</th> </tr> <tr> <th>2011/12-2015/16</th> <th>2016/17-2020/21</th> <th>2021/22-2025/26</th> </tr> </thead> <tbody> <tr> <td style="text-align: center;">✓</td> <td></td> <td></td> </tr> </tbody> </table>		Phasing:			2011/12-2015/16	2016/17-2020/21	2021/22-2025/26	✓		
Phasing:												
2011/12-2015/16	2016/17-2020/21	2021/22-2025/26										
✓												
		Relevant policy areas: Bath Bathampton Batheaston	Lead Agencies: B&NES Council; West of England Partnership									

BI.12 Redevelopment of Bath Recreation ground		Category: Leisure		Status: Desirable			
Increased stadium capacity, retention of Bath leisure centre							
Cost: Not identified		Funding Sources:					
Risks:							
Contingencies: Site continues to operate							
Evidence:		Phasing:					
		2011/12-2015/16		2016/17-2020/21		2021/22-2025/26	
		>		>		>	
		Relevant policy areas:			Lead Agencies:		
Bath			Bath Rugby Club B&NES Council Aquaterra				

BI.13 Former Fuller's Earth Works Residual Waste Treatment Site		Category: Waste	Status: Desirable									
<p>The West of England Joint Waste Core Strategy identifies the former Fuller's Earth works site as a site considered appropriate for residual waste treatment development.</p> <p>Infrastructure required in order to bring forward the site includes:</p> <ul style="list-style-type: none"> • Any transport infrastructure identified in a transport assessment • Bat mitigation measures • Landscaping <p>See also DWI.2a</p>												
Cost: Not identified	Funding Sources:											
Risks:												
Contingencies:												
<p>Evidence: Joint Waste Core Strategy: http://www.westofengland.org/media/211552/4.%20jwcs%20adoption%20document%20mar%202011.pdf</p>		<table border="1"> <thead> <tr> <th colspan="3">Phasing:</th> </tr> <tr> <th>2011/12-2015/16</th> <th>2016/17-2020/21</th> <th>2021/22-2025/26</th> </tr> </thead> <tbody> <tr> <td>➤</td> <td>➤</td> <td>➤</td> </tr> </tbody> </table>		Phasing:			2011/12-2015/16	2016/17-2020/21	2021/22-2025/26	➤	➤	➤
Phasing:												
2011/12-2015/16	2016/17-2020/21	2021/22-2025/26										
➤	➤	➤										
		<p>Relevant policy areas:</p> <p>Bath</p>	<p>Lead Agencies:</p> <p>B&NES Council Developer Land owner</p>									

BI.14 Weston All Saints Primary School: New buildings		Category: Education		Status: Desirable			
The £3.6 million will provide a new build block of 8 classrooms for Key Stage 2 pupils as well as a new assembly hall and administration facilities linked to the existing classrooms block where Key Stage 1 pupils are taught. The project includes demolishing the entire old KS2 block and landscaping the area. Completion estimated for September 2011.							
Cost: £3.6m		Funding Sources: Government Primary Capital Programme					
Risks:							
Contingencies:							
Evidence: B&NES education website: http://www.bathnes.gov.uk/environmentandplanning/majordevelopments/primarycapitalprogramme/Pages/MidsomerNortonPrimarySchool.aspx				Phasing:			
				2011/12-2015/16	2016/17-2020/21	2021/22-2025/26	
				✓			
				Relevant policy areas:		Lead Agencies:	
				Bath		Bath & North East Somerset Council	

BI.15 Rossiter Road Transport Scheme		Category: Transport	Status: Desirable	
<p>The Council recently consulted on the proposal to implement a two way traffic flow along a short section of the A36 Rossiter Road in Bath. The main objective of the project would be to divert “through” traffic, including HGV’s, away from Widcombe Parade, thereby improving the environment within Widcombe village. The scheme is currently being reworked following the consultation.</p>				
Cost: £800,000	Funding Sources: Annual transport capital programme block allocation for integrated transport			
Risks:				
Contingencies:				
Evidence: Council Executive meeting 2006: http://democracy.bathnes.gov.uk/Executive/Exec060906/17E1408JLTPBath.htm		Phasing:		
		2011/12-2015/16	2016/17-2020/21	2021/22-2025/26
		>	>	>
		Relevant policy areas:	Lead Agencies:	
		Bath	Bath & North East Somerset Council	

BI.16 A36 bus lane		Category: Transport	Status: Desirable	
The amendments to the Bath Transportation Package included the deletion of the A36 bus lane which is part of a long standing improvement line which it is recommended that the Council continues to protect through planning policy, and can be implemented in the future should resources allow.				
Cost: £800,000	Funding Sources: Annual transport capital programme block allocation for integrated transport			
Risks: This scheme has been deleted from the BTP and is therefore a desirable longer term project				
Contingencies: Continue as at present with no bus lane.				
Evidence: Bath Transportation Package Major Scheme Bid: http://www.bathnes.gov.uk/transportandstreets/transportpolicy/plansandstrategies/bathpackage/Pages/default.aspx		Phasing:		
		2011/12-2015/16	2016/17-2020/21	2021/22-2025/26
		>	>	>
		Relevant policy areas: Bath	Lead Agencies: Bath & North East Somerset Council	

BI.17 Replacement of allotments at Southbourne Gardens, Fairfield Park		Category: Green Infrastructure	Status: Desirable	
<p>Planning Permission for construction of 10 dwellings and access road under 07/01598/FUL refused June 2009. Appeal Allowed March 2010. Appeal Ref: APP/F0114/A/09/2109482. The site comprises a rectangular area of former allotment land located approximately 1.5 kilometres north-east of the city centre and to the north of London Road. The SHLAA (May 2011) states that an action needed to overcome constraints is the provision of replacement allotments.</p>				
Cost: Not quantified	Funding Sources: Developer contributions		SHLAA Reference: WAL 1	
Risks:				
Contingencies: Sites could be allocated in the Placemaking Plan				
Evidence: <ul style="list-style-type: none"> • SHLAA May 2011 • 07/01598/FUL • APP/F0114/A/09/2109482 		Phasing:		
		2011/12-2015/16	2016/17-2020/21	2021/22-2025/26
		➤	➤	➤
		Relevant policy areas:	Lead Agencies:	
		Bath	B&NES Council	

BI.18 Highway works associated with Somerset Place		Category: Transport	Status: Key									
<p>Planning application [07/03640/FUL] pending consideration for 28 dwellings (acceptable subject to S106). Highway works to include widening of footway, in places, alterations to junction of Somerset Lane with Winifred's Lane, new footway to Winifred's Lane, highway improvements to Somerset Lane (stone paving and cobble reinstatements).</p>												
Cost: Not quantified	Funding Sources: Developer contributions		SHLAA Reference: LANS 3									
Risks: S106 needs to be agreed												
Contingencies:												
Evidence: <ul style="list-style-type: none"> SHLAA May 2011 07/03640/FUL 		<table border="1"> <tr> <th colspan="3">Phasing:</th> </tr> <tr> <td>2011/12-2015/16</td> <td>2016/17-2020/21</td> <td>2021/22-2025/26</td> </tr> <tr> <td>✓</td> <td></td> <td></td> </tr> </table>		Phasing:			2011/12-2015/16	2016/17-2020/21	2021/22-2025/26	✓		
Phasing:												
2011/12-2015/16	2016/17-2020/21	2021/22-2025/26										
✓												
		Relevant policy areas: Bath	Lead Agencies: Developer									

BI.19 Highway works associated with Bath Press site		Category: Transport	Status: Key	
<p>Any redevelopment to require improved pedestrian and cycling linkages to be formed, including the accommodating of crossing demand on Lower Bristol Road. Impact of site cannot be considered in isolation to BWR (WES 1). Good sustainable transport linkages required to neighbouring areas/developments, e.g. to encourage walking, cycling and use of public transport.</p> <p>Transport Assessment required with recommended junction assessment at A36 / A3064, A36 / B3111 and Twerton Fork. Cross river travel demand will need careful management as river crossings nearing capacity.</p>				
Cost: Not quantified	Funding Sources: Developer contributions		SHLAA Reference: WES 2	
Risks: Planning application under consideration.				
Contingencies:				
Evidence: <ul style="list-style-type: none"> SHLAA May 2011 10/03380/EFUL 		Phasing:		
		2011/12-2015/16	2016/17-2020/21	2021/22-2025/26
		✓		
		Relevant policy areas:	Lead Agencies:	
		Bath	Developer	

BI.20 Riverside walkway enhancements associated with Avon Street Car and Coach Park redevelopment		Category: Green Infrastructure	Status: Desirable	
<p>The SHLAA includes the Avon Street Car and Coach Park as a potentially suitable mixed use city centre redevelopment site. The opportunities include a new riverside walkway and a significant new public space adjacent to the river.</p>				
Cost: Not quantified	Funding Sources: Developer contributions		SHLAA Reference: ABB 1	
Risks: Site not achievable within the next 5 years but could be realised in the medium term				
Contingencies:				
Evidence: <ul style="list-style-type: none"> SHLAA May 2011 		Phasing:		
		2011/12-2015/16	2016/17-2020/21	2021/22-2025/26
			>	>
		Relevant policy areas:		Lead Agencies:
Bath		Developer		

BI.21 Additional Early Years, Primary & Secondary Education capacity in Bath (previously part of BI.9)		Category: Education		Status: Key	
<p>In addition to the new facilities at Western Riverside and MOD Foxhill, there will also be an additional need for primary school places generated within Bath, resulting in the need to potentially build new primary schools or expand existing schools. Initial estimates suggest that this might be approximately equivalent to 2 new two form entry primary schools (420 place capacity) or 4 new one form entry primary schools (210 place), the exact amount will depend on the housing mix and phasing. This will need to be picked up in the Placemaking DPD within which sites may need to be allocated.</p> <p>There will be a need to add additional capacity to Secondary Schools within Bath to keep step with development, there is potential for this additional capacity to be accommodated on site (e.g. by distributing the extra teaching space needed across several schools).</p>					
<p>Cost: dependent on delivery strategy and phasing</p> <p>Average cost of a secondary school built under BSF was c.£25m</p>		<p>Funding Sources:</p> <p>Developer contributions</p>			
<p>Risks: Changes in government policy could change the way in which education is delivered.</p>					
<p>Contingencies: There is a statutory obligation to provide sufficient school places (primary & secondary) and to ensure sufficiency of early years provision. There could be some phasing options around the delivery of facilities.</p>					
<p>Evidence:</p> <p>Evidence gathering for IDP(Local Education Authority) B&NES Secondary Schools Reorganisation 2006-2010 B&NES Primary School Review (Overview & Scrutiny Panel) 25 Jan 2010 B&NES Childcare Sufficiency Report (Children's Services) for early years</p>			<p>Phasing:</p>		
			<p>2011/12-2015/16</p>	<p>2016/17-2020/21</p>	<p>2021/22-2025/26</p>
			<p>> Section 106 capital until 2014</p>	<p>> Potential for CIL capital</p>	<p>> Potential for CIL capital</p>
			<p>Relevant policy areas:</p> <p>Bath</p>		<p>Lead Agencies:</p> <p>Local Education Authority; Developers/Landowners</p>

BI.22 Relocation of Bath Ambulance Station		Category: Community Facilities	Status: Desirable	
<p>The existing ambulance station in Bath is in need of replacement as it is nearing the end of its economic life and is constrained in terms of meeting the requirements of modern ambulance vehicles. The current location is also not ideal as the area suffers from traffic congestion. Therefore the GWAS wish to consider a more peripheral location. The GWAS is currently undertaking a modelling exercise which will have implications for B&NES. The work will provide more detailed information relating to required future provisions such as ambulance "stand by points". The findings of the work are expected to be available in December 2011.</p>				
Cost: not quantified	Funding Sources:			
	Great Western Ambulance Service – the value of the existing site could contribute to re-provision elsewhere. There will be a funding gap.			
Risks: Appropriate alternative sites have not yet been identified and funding not currently available.				
Contingencies: Site continues to operate				
Evidence: Evidence gathering for the IDP (GWAS)		Phasing:		
		2011/12-2015/16	2016/17-2020/21	2021/22-2025/26
		>	>	>
		Relevant policy areas:		Lead Agencies:
District wide		Great Western Ambulance Service		

BI.23 New on-site primary sub station at Bath University		Category: Energy	Status: Key									
To maintain the continuity of supply in line with expected growth it is likely that a new Primary Substation will be required at Bath University.												
Cost: Not quantified	Funding Sources: Developer contributions Western Power Distribution											
Risks:												
Contingencies:												
Evidence: <ul style="list-style-type: none"> Evidence gathering for IDP (Western Power Distribution) 		<table border="1"> <tr> <th colspan="3">Phasing:</th> </tr> <tr> <th>2011/12-2015/16</th> <th>2016/17-2020/21</th> <th>2021/22-2025/26</th> </tr> <tr> <td>></td> <td>></td> <td>></td> </tr> </table>		Phasing:			2011/12-2015/16	2016/17-2020/21	2021/22-2025/26	>	>	>
Phasing:												
2011/12-2015/16	2016/17-2020/21	2021/22-2025/26										
>	>	>										
		Relevant policy areas: Bath	Lead Agencies: Bath University; Developer; Western Power Distribution									

BI.24 Highway works associated with Alexander House, Norfolk Place site		Category: Transport	Status: Key	
<p>There appears to be no vehicular access to the site currently, although it seems possible to create an access from the access road to the north-east. This road is however not public highway, and will have to be brought up to an adoptable standard. Due to on-street parking, and the proximity of the James St West junction, it seems unlikely that an access from Norfolk Buildings is possible.</p> <p>A Travel Statement will be required to assess local alternative travel infrastructure - bus services, pedestrian/cycle routes etc, and consider the potential for improvements to this infrastructure.</p> <p>This site is unlikely to have a strategic impact on the transport system.</p>				
Cost: Not quantified	Funding Sources: Developer contributions		SHLAA Reference: KING 7	
Risks:				
Contingencies:				
Evidence: <ul style="list-style-type: none"> SHLAA (May 2011) 		Phasing:		
		2011/12-2015/16	2016/17-2020/21	2021/22-2025/26
			✓	
		Relevant policy areas:		Lead Agencies:
Bath		Developer		

BI.25 Highway works associated with Lower Bristol Road, Eastern Part site		Category: Transport		Status: Key		
<p>Possible upgrading of Roseberry Court junction required - must incorporate connection to proposed Two Tunnels Cyclepath. The development must respect GBBN road alignment/widening (bus lane), the Lower Bristol Road Improvement Line, and the line of the proposed BRT, including its proposed signalised junction on Windsor Bridge Road.</p> <p>Must be considered by a Transport Assessment. Must link to existing and proposed cyclepaths, e.g. alongside BRT route and Two Tunnels, and make provision for associated crossing demand of Lower Bristol Road and Windsor Bridge Road, as necessary.</p> <p>Will contribute to cumulative effect of the Western Riverside re-development. Must also consider and mitigate effect on Lower Bristol Road AQMA. Close to a number of significant sites. Recommended junction assessment of A36 / A3064 (Windsor Bridge junction) and further afield, as necessary.</p> <p>Possible contribution to mitigation measures such as junction improvement and introduction of controlled parking scheme in neighbouring area. Must provide linkage, including crossing facilities, to proposed Two Tunnels Cyclepath and provided pedestrian/cycle linkage between proposed BRT route and riverside path to west of site as part of aim to provide a continuous route from Fieldings Lane, across intervening sites, to the proposed cycleway alongside BRT route.</p>						
Cost: Not quantified		Funding Sources: Developer contributions		SHLAA Reference: WES 5		
Risks:						
Contingencies:						
Evidence: <ul style="list-style-type: none"> SHLAA (May 2011) 			Phasing:			
			2011/12-2015/16	2016/17-2020/21	2021/22-2025/26	
					✓	
Relevant policy areas:			Lead Agencies:			
Bath			Developer			

BI.26 Highway works associated with Lower Bristol Road, Unigate Dairy site		Category: Transport	Status: Key	
<p>Preferred vehicular access is from Roseberry Road to the east. The existing junction with Lower Bristol Road may require upgrading. The development must respect GBBN road realignment/widening (bus lane). The access and on-site roads of adoptable standard are required.</p> <p>A Transport Assessment is required to consider the impact on local roads and further afield. Any increased of the use of the Roseberry Road junction may require upgraded access (i.e. right-turn lane, roundabout) due to the need to avoid obstruction on the Lower Br. Rd and the subsequent impact on the Windsor Br. Rd signals. The T.A. should include an assessment of local travel infrastructure - bus services, pedestrian/cycle routes including links to riverside pedestrian/cycleway, 'Two-Tunnels' scheme etc GBBN bus route runs along entire frontage - any land required for the carriageway widening will be need to be dedicated as public highway.</p> <p>T.A. will consider impact on Windsor Bridge junction, and further afield as necessary. Consideration to be given to cumulative impact of all development in this area.</p> <p>Cycle parking required.</p> <p>S106: Works/contributions resulting from conclusions of Travel Statement.</p>				
Cost: Not quantified	Funding Sources: Developer contributions		SHLAA Reference: WES 6	
Risks:				
Contingencies:				
Evidence: <ul style="list-style-type: none"> SHLAA (May 2011) 		Phasing:		
		2011/12-2015/16	2016/17-2020/21	2021/22-2025/26
				✓
Relevant policy areas:		Lead Agencies:		
Bath		Developer		

BI.27 Highway works associated with MOD Ensleigh site		Category: Transport	Status: Key															
<p>Vehicular access is possible from Lansdown Road and/or Granville Road. The access and on-site roads of adoptable standard are required.</p> <p>Local Impact: A Transport Assessment is required to consider the impact on local roads and junctions. Any increased of the use of the Granville Road junction may require upgraded access (i.e. right-turn lane, signals) due to the need to avoid obstruction on Lansdown Road. Similarly, a direct access from Lansdown Road may require a more complex arrangement than the existing simple t-junction. The T.A. should include an assessment of local travel infrastructure - bus services, pedestrian/cycle routes etc</p> <p>Wider Impact: Recommended junction assessment at Granville Road / Lansdown Road; Lansdown Rd / Richmond Rd / St Steven's Rd and A4 / Lansdown Rd. No significant development sites nearby.</p> <p>Parking: Reduction to Local Plan parking maximum standards may not be considered appropriate given its location. Cycle parking required.</p> <p>S106: Residential travel plan should be provided. Potential for contributions for mitigation measures such as improved public transport or junction improvement. Works/contributions resulting from conclusions of T.A. - significant travel infrastructure improvements are likely to be required.</p>																		
Cost: Not quantified	Funding Sources: Developer contributions		SHLAA Reference: LANS 5															
Risks:																		
Contingencies:																		
Evidence: <ul style="list-style-type: none"> SHLAA (May 2011) 		<table border="1"> <tr> <th colspan="3">Phasing:</th> </tr> <tr> <td>2011/12-2015/16</td> <td>2016/17-2020/21</td> <td>2021/22-2025/26</td> </tr> <tr> <td></td> <td>></td> <td>✓</td> </tr> <tr> <td colspan="2">Relevant policy areas:</td> <td>Lead Agencies:</td> </tr> <tr> <td colspan="2">Bath</td> <td>Developer</td> </tr> </table>		Phasing:			2011/12-2015/16	2016/17-2020/21	2021/22-2025/26		>	✓	Relevant policy areas:		Lead Agencies:	Bath		Developer
Phasing:																		
2011/12-2015/16	2016/17-2020/21	2021/22-2025/26																
	>	✓																
Relevant policy areas:		Lead Agencies:																
Bath		Developer																

BI.28 Highway works associated with MOD Warminster Road site		Category: Transport	Status: Key	
<p>Transport Assessment would be needed to consider impact on surrounding highway network and to identify any need for improvements to transport. Transport Assessment should highlight the net gain / loss of vehicles as a result of the development. There is no significant development nearby. Possible junction assessment of Warminster Rd / Sydney Rd / North Rd and A36 Beckford Rd signalised junction, depending on net gain of vehicles.</p> <p>S106: Contributions towards sustainable transport measures. Potential requirement for mitigation measures for junction improvements or contributions for sustainable travel.</p>				
Cost: Not quantified	Funding Sources: Developer contributions		SHLAA Reference: BWIK 1	
Risks:				
Contingencies:				
Evidence: <ul style="list-style-type: none"> SHLAA (May 2011) 		Phasing:		
		2011/12-2015/16	2016/17-2020/21	2021/22-2025/26
			✓	
		Relevant policy areas:		Lead Agencies:
Bath		Developer		

BI.29 Highway works associated with The Harvester, Gloucester Road site		Category: Transport	Status: Key															
<p>Access: Improved/high standard of access required. Development to be served by an estate street of adoptable standard. Likely to require independent emergency access. No direct access from Gloucester Road to individual properties.</p> <p>Local Impact: Local network capacity and air quality issues to be examined as part of TA and impact mitigated.</p> <p>Wider Impact: Transport Statement should be produced highlighting the net increase in traffic. Potential junction assessment at A4 / Gloucester Road. Site is in close proximity to other sites. The cumulative impact of the developments is likely to impact on the performance of the A46 / A4 grade-separated roundabout and the A4 / A36 junction. Effect on AQMA must be addressed.</p> <p>Parking: Good accessibility - reduced parking standards to apply. Mitigation required to prevent overspill of parking onto surrounding streets.</p> <p>S106: Possible contribution for mitigation measures such as junction improvement or public transport provision. Possible contribution towards sustainable travel infrastructure, e.g. walking and cycling.</p>																		
Cost: Not quantified	Funding Sources: Developer contributions		SHLAA Reference: LAM 4															
Risks:																		
Contingencies:																		
Evidence: <ul style="list-style-type: none"> SHLAA (May 2011) 		<table border="1"> <tr> <td colspan="3">Phasing:</td> </tr> <tr> <td>2011/12-2015/16</td> <td>2016/17-2020/21</td> <td>2021/22-2025/26</td> </tr> <tr> <td>✓</td> <td></td> <td></td> </tr> <tr> <td colspan="2">Relevant policy areas:</td> <td>Lead Agencies:</td> </tr> <tr> <td colspan="2">Bath</td> <td>Developer</td> </tr> </table>		Phasing:			2011/12-2015/16	2016/17-2020/21	2021/22-2025/26	✓			Relevant policy areas:		Lead Agencies:	Bath		Developer
Phasing:																		
2011/12-2015/16	2016/17-2020/21	2021/22-2025/26																
✓																		
Relevant policy areas:		Lead Agencies:																
Bath		Developer																

BI.30 New pedestrian bridge across the River Avon at Bath Quays		Category: Transport	Status: Desirable	
Footbridge to be delivered as part of Bath Quays development				
Cost: £3m	Funding Sources: Developer contributions			
Risks:				
Contingencies:				
Evidence: <ul style="list-style-type: none"> Evidence gathering for IDP (Development & Major Projects) 		Phasing:		
		2011/12-2015/16	2016/17-2020/21	2021/22-2025/26
		✓		
		Relevant policy areas:		Lead Agencies:
Bath		B&NES Council		

BI.31 Highway works associated with the Nursery Building, Powlett Court site		Category: Transport	Status: Key									
<p>Wider Impact: Transport Statement required to identify walking, cycling and public transport infrastructure, and to identify any improvements required.</p> <p>S106: A connection to the private footpath through Henrietta Court, as a right of way, should be explored in order to provide a valuable pedestrian link from the site to Bathwick Street to access public transport links and local services.</p>												
Cost: Not quantified	Funding Sources: Developer contributions		SHLAA Reference: WAL 3									
Risks:												
Contingencies:												
Evidence: <ul style="list-style-type: none"> SHLAA (May 2011) 		<table border="1"> <tr> <th colspan="3">Phasing:</th> </tr> <tr> <td>2011/12-2015/16</td> <td>2016/17-2020/21</td> <td>2021/22-2025/26</td> </tr> <tr> <td></td> <td>✓</td> <td></td> </tr> </table>		Phasing:			2011/12-2015/16	2016/17-2020/21	2021/22-2025/26		✓	
Phasing:												
2011/12-2015/16	2016/17-2020/21	2021/22-2025/26										
	✓											
		Relevant policy areas:	Lead Agencies:									
		Bath	Developer									

BI.32 Community Facility associated with the Former St. Marys School site		Category: Community Facilities	Status: Desirable	
This site is allocated in the Local Plan under reference GDS.1/B14 for around 15 dwellings and requires the provision of a community facility.				
Cost: Not quantified	Funding Sources: Developer contributions		SHLAA Reference: LANS 1	
Risks:				
Contingencies:				
Evidence: <ul style="list-style-type: none"> • SHLAA (May 2011) • B&NES Local Plan adopted 2007 		Phasing:		
		2011/12-2015/16	2016/17-2020/21	2021/22-2025/26
			✓	
		Relevant policy areas:		Lead Agencies:
Bath		Developer		

Midsomer Norton & Radstock

MNRI.1 Public investment for site preparation & planning and site specific infrastructure		Category: Site Specific Package		Status: Key	
Investment to bring forward regeneration of brownfield sites in Midsomer Norton & Radstock town centres and to facilitate the delivery of employment sites					
Cost: £7.7m Proposed phasing: 2011-12 £0.3m 2012-2013 £5.1m 2013-2014 £2.3m		Funding Sources: Public Investment via HCA			
Risks: HCA funding is to be accessed through specific bids and would be subject to the availability of finance at the time.					
Contingencies:					
Evidence: Single Conversation: West of England Delivery & Infrastructure Investment Plan (2010)p14 Rural Masterplanning Fund Masterplanning for Old Mills			Phasing:		
			2011/12-2015/16	2016/17-2020/21	2021/22-2025/26
			✓		
			Relevant areas: Midsomer Norton & Radstock		Lead Agencies: West of England Partnership; Homes & Communities Agency

MNRI.2 Part of Greater Bristol Bus Network: A37 Bristol to Midsomer Norton & Radstock and Bath to Midsomer Norton & Radstock		Category: Transport		Status: Key			
Major improvements to bus corridors and the purchase of new buses. Physical measures include bus priority measures and improved bus stops with new shelters, raised curbs and at most popular stops real time passenger information.							
Cost: 70m for overall project		Funding Sources: <ul style="list-style-type: none"> - £42.3M DfT - £20m First - £6m Developer Contributions 					
Risks: Developer contributions may not be forthcoming in current economic climate.							
Contingencies: Carry out all works possible within budget and explore other options for transport improvements.							
Evidence: Evidence gathering for the IDP (Transport) Also included in Bristol Development Framework Infrastructure Delivery Plan (2010) See DW1.1A		Phasing:					
		2011/12-2015/16		2016/17-2020/21		2021/22-2025/26	
		➤		✓			
		Relevant policy areas: Bath Midsomer Norton & Radstock		Lead Agencies: West of England Partnership; First Group; DfT			

MNRI.3 Site Base Infrastructure Requirements for Old Mills II		Category: Site Specific Package		Status: Key			
<ul style="list-style-type: none"> • Forward funding of land assembly • Realignment of the A 362 adjacent to the site together with new access roundabout and access road • Provision of site main sewer connections and onsite diversion of overhead power lines • Forward funding of land assembly, site clearance and remediation (in Town Centre) • Off site highway works, traffic management and public realm improvements <p>See MNRI.1</p>							
Cost:		Funding Sources: Applied for through RGF revolving infrastructure fund					
Risks:							
Contingencies:							
Evidence:		Phasing:					
		2011/12-2015/16		2016/17-2020/21		2021/22-2025/26	
		✓					
		Relevant policy areas:		Lead Agencies:			

MNRI.4 Transport network improvements Midsomer Norton		Category: Transport	Status: Desirable	
Modifications to existing highway network in Midsomer Norton town centre, in association with redevelopment, could improve the public realm and improve conditions for pedestrians, cyclists and public transport.				
Cost: Not yet quantified	Funding Sources: Developer Contributions External Funding DfT block allocation for minor schemes			
Risks: Some improvements may be reliant on developer contributions to come forward.				
Contingencies: Minor improvements could be implemented by the Council, but the full benefits would only be realised with redevelopment of key sites.				
Evidence: Regeneration Delivery Plan (B&NES 2010) has indicated that alterations to the highway network are feasible.		Phasing:		
		2011/12-2015/16	2016/17-2020/21	2021/22-2025/26
		➤	➤	➤
		Relevant policy areas: Midsomer Norton & Radstock		Lead Agencies: Highways Department

MNRI.5 Transport network improvements Radstock		Category: Transport	Status: Desirable												
Improvements to network in the centre of Radstock by creating a new route linking Frome Road with The Street.															
Cost: £1.2m	Funding Sources: HCA funding and B&NES Council														
Risks:															
Contingencies: Minor improvements could be implemented by the Council, but the full benefits would only be realised with redevelopment of key sites.															
Evidence: Major Developments and Special Projects website: http://www.bathnes.gov.uk/environmentandplanning/majordevelopments/Pages/regenradstock.aspx IDP Evidence Gathering (Development & Major Projects)		<table border="1"> <tr> <th colspan="3">Phasing:</th> </tr> <tr> <th>2011/12-2015/16</th> <th>2016/17-2020/21</th> <th>2021/22-2025/26</th> </tr> <tr> <td>✓</td> <td></td> <td></td> </tr> <tr> <td colspan="2">Relevant policy areas: Midsomer Norton & Radstock</td> <td>Lead Agencies: Highways Department</td> </tr> </table>		Phasing:			2011/12-2015/16	2016/17-2020/21	2021/22-2025/26	✓			Relevant policy areas: Midsomer Norton & Radstock		Lead Agencies: Highways Department
Phasing:															
2011/12-2015/16	2016/17-2020/21	2021/22-2025/26													
✓															
Relevant policy areas: Midsomer Norton & Radstock		Lead Agencies: Highways Department													

MNRI.6 Midsomer Norton Town Park		Category: Green Infrastructure	Status: Desirable	
Aspiration to create a new publicly accessible Town Park in Midsomer Norton. The Green Space Strategy suggests that to fully address the current deficiency the park would need to be a minimum of 11ha in size. The Local Plan allocates land along the Somer Valley between Midsomer Norton town centre and Radstock Road for this purpose.				
Cost: Not known	Funding Sources: Potential to be cross funded by development Potential funding for community green spaces: http://www.communities.gov.uk/publications/communities/greenspacefunding			
Risks: Delivery mechanism not yet secured.				
Contingencies:				
Evidence: Emerging B&NES Green Infrastructure Strategy Regeneration Delivery Plan (B&NES 2010) Evidence Gathering for the IDP (Core Strategy) Green Space Strategy		Phasing:		
		2011/12-2015/16	2016/17-2020/21	2021/22-2025/26
		➤	➤	➤
		Relevant policy areas: Midsomer Norton & Radstock		Lead Agencies: B&NES Developer

MNRI.7 Five Arches Greenway Scheme		Category: Transport		Status: Complete										
<p>The Five Arches Greenway scheme significantly re-connects the towns of Radstock and Midsomer Norton, overcoming the hilly terrain around the Radstock area which currently makes walking and cycling difficult. A new traffic-free route, passing along a dis-used railway path links these two communities to the town centre, shops, leisure and school facilities including the new skate park at Gullock Tynning nearby, avoiding the existing busy roads in the local area. The Five Arches Greenway links to the Norton Radstock Greenway, which links in to National Cycle Network Route 24 The Colliers Way. The official opening of Five Arches Greenway, Midsomer Norton took place on Saturday 24th September 2011.</p>														
<p>Cost: Part of the £50m "Connect2" project, funded by the National Lottery.</p>		<p>Funding Sources: Sustrans</p>												
<p>Risks:</p>														
<p>Contingencies:</p>														
<p>Evidence: Sustrans Connect2 scheme</p>		<table border="1"> <thead> <tr> <th colspan="3">Phasing</th> </tr> <tr> <th>2011/12-2015/16</th> <th>2016/17-2020/21</th> <th>2021/22-2025/26</th> </tr> </thead> <tbody> <tr> <td>✓</td> <td></td> <td></td> </tr> </tbody> </table>				Phasing			2011/12-2015/16	2016/17-2020/21	2021/22-2025/26	✓		
Phasing														
2011/12-2015/16	2016/17-2020/21	2021/22-2025/26												
✓														
		<p>Relevant policy areas: Midsomer Norton & Radstock</p>		<p>Lead Agencies: Sustrans B&NES Norton Radstock Action Group</p>										

MNRI.8 West of England Key Commuter Routes: Local Sustainable Transport Fund Application	Category: Transport	Status: Desirable												
<p>'Key Commuter Routes' is an integrated package promoting low carbon alternatives to single occupancy car-use on six key commuter corridors capturing 40% of journeys to work across the West of England. This bid covers the West of England travel to work area. A combination of walking, cycling and public transport infrastructure will be supported by a package of marketing, promotion and other interventions to support modal change. Significant work has already taken place along these corridors under the auspices of the Greater Bristol Bus Network and Cycling City projects. The actions will enable the West of England Authorities to capitalise on this work.</p> <p>On the Midsomer Norton and Radstock to Bath Corridor, actions will be focused on building the missing links of cycle and pedestrian routes that will link the main commuter corridors.</p> <p>Key component bid was successful on 5th July 2011</p>														
<p>Cost: £750,000</p>	<p>Funding Sources: Department for Transport Local Sustainable Transport Fund Public sector funding including the 4 Unitary Authorities, Primary Care Trust, Connect2, Private sector Third sector</p>													
<p>Risks: Bid may not be approved</p>														
<p>Contingencies:</p>														
<p>Evidence: Local Sustainable Transport Fund Application: http://www.travelplus.org.uk/media/215878/woe%20lstf%20key%20component%20bid%20april%202011.pdf</p>	<table border="1"> <thead> <tr> <th colspan="3" data-bbox="1406 837 2103 869">Phasing:</th> </tr> <tr> <th data-bbox="1406 869 1637 901">2011/12-2015/16</th> <th data-bbox="1637 869 1868 901">2016/17-2020/21</th> <th data-bbox="1868 869 2103 901">2021/22-2025/26</th> </tr> </thead> <tbody> <tr> <td data-bbox="1406 901 1637 933">✓</td> <td data-bbox="1637 901 1868 933"></td> <td data-bbox="1868 901 2103 933"></td> </tr> <tr> <td colspan="2" data-bbox="1406 933 1794 1082"> <p>Relevant policy areas: Bath Somer Valley</p> </td> <td data-bbox="1794 933 2103 1082"> <p>Lead Agencies: West of England Partnership</p> </td> </tr> </tbody> </table>		Phasing:			2011/12-2015/16	2016/17-2020/21	2021/22-2025/26	✓			<p>Relevant policy areas: Bath Somer Valley</p>		<p>Lead Agencies: West of England Partnership</p>
Phasing:														
2011/12-2015/16	2016/17-2020/21	2021/22-2025/26												
✓														
<p>Relevant policy areas: Bath Somer Valley</p>		<p>Lead Agencies: West of England Partnership</p>												

MNRI.9 Improvement to off site sewerage & to Radstock Sewage treatment works		Category: Water & Drainage		Status: Desirable	
Off site sewerage improvements needed before any significant housing development. Planned improvements to Radstock sewage treatment works required beyond 2015. Engineering appraisal required to confirm network capacity for site specific requirements.					
Cost: Approx £1m		Funding Sources: Wessex Water Developer contributions;			
Risks:					
Contingencies:					
Evidence:			Phasing:		
			2011/12-2015/16	2016/17-2020/21	2021/22-2025/26
			>	>	>
			Relevant policy areas: Somerset Valley		Lead Agencies:

MNRI.10 Midsomer Norton Primary School: New buildings		Category: Education	Status: Complete
The £2.3 million project will replace poor condition temporary buildings and provide a new assembly hall, reception classrooms, and nursery, as well as relocated administration facilities. Completion estimated to be Autumn 2011.			
Cost: £2.3m	Funding Sources: Government Primary Capital Programme		
Risks:			
Contingencies:			
Evidence: B&NES education website: http://www.bathnes.gov.uk/environmentandplanning/majordevelopments/primarycapitalprogramme/Pages/MidsomerNortonPrimarySchool.aspx		Phasing:	
		2011/12-2015/16	2016/17-2020/21
		✓	
		Relevant policy areas: Somerset Valley	Lead Agencies: Bath & North East Somerset Council

MNRI.11 Highways infrastructure associated with Hazel Terrace site		Category: Transport	Status: Key
<p>Access: There are two extant planning applications one of which has a S106 agreement in place for provision and dedication of footway along the frontage which will go with the land. Approach roads are narrow with sub-standard footways and subject to on street parking.</p> <p>Local Impact: Access is along Hazel Terrace (from A367 Frome Road) or Lynton Road from Charlton park. The site is at the narrowest part of Hazel Terrace near a 90 degree corner. The two junctions above are both sub-standard in terms of visibility.</p> <p>Wider Impact: This site is unlikely to have significant strategic impact alone but could potentially be accommodated within MSN.10, thereby increasing the effect of that development.</p> <p>S106 as existing in respect of footway on site frontage.</p>			
Cost: Not yet quantified.	Funding Sources: Developer contributions	SHLAA Reference: MSN 10i	
Risks:			
Contingencies:			
Evidence:		Phasing:	
<ul style="list-style-type: none"> SHLAA (May 2011) 		2011/12-2015/16	2016/17-2020/21
		✓	
		Relevant policy areas:	Lead Agencies:
		Somer Valley	Local Highway Authority; Developers/Landowners

MNRI.12 Highways infrastructure associated with Radstock County Infants School site		Category: Transport	Status: Key									
<p>Access: The previous application for residential development on this site has shown that an acceptable access can be created onto Bath Old Road. The access and on-site roads must be of an adoptable standard.</p> <p>Local Impact: A Travel Statement is required to include an assessment of local travel infrastructure – bus services, ped/cycle routes including links to town centre.</p> <p>Wider Impact: Consideration is required of the cumulative impact of development on the Bath Old Road area and its junction with Bath New Road, and the centre of Radstock, as it is close to a number of other significant sites being considered for the Local Plan. The site is unlikely to have a significant strategic impact on the highway network.</p> <p>Cycle parking required.</p> <p>Section 106: Works/contributions resulting from the conclusions of the Travel Statement. Contributions to capacity/road safety issues arising from consideration of cumulative impact (see above) and GBBN public transport measures likely to be sought.</p>												
Cost: Not yet quantified.	Funding Sources: Developer contributions	SHLAA Reference: RAD 20										
Risks:												
Contingencies:												
Evidence: <ul style="list-style-type: none"> SHLAA (May 2011) 		<table border="1"> <tr> <td colspan="3">Phasing:</td> </tr> <tr> <td>2011/12-2015/16</td> <td>2016/17-2020/21</td> <td>2021/22-2025/26</td> </tr> <tr> <td>✓</td> <td></td> <td></td> </tr> </table>		Phasing:			2011/12-2015/16	2016/17-2020/21	2021/22-2025/26	✓		
Phasing:												
2011/12-2015/16	2016/17-2020/21	2021/22-2025/26										
✓												
		Relevant policy areas: Somer Valley	Lead Agencies: Local Highway Authority; Developers/Landowners									

MNRI.13 Highways infrastructure associated with Old Pit Yard, Clandown site		Category: Transport	Status: Key									
<p>Local Impact: alterations to the local junction have been investigated, as have some of the nearby junctions. Existing footway links will be retained and improved to the south of the site</p> <p>A Transport Statement should be provided for this site. The TS will need to look at the difference in trip generation between the site's previous and potential usage and obtaining suitable access. There are no other major developments in close proximity.</p> <p>Section 106: Potential junction improvement, traffic management on the access road, possible improvement to footways to make the site work with recently introduced SPG will inform others. Possible contributions towards alternative transport.</p>												
Cost: Not yet quantified.	Funding Sources: Developer contributions	SHLAA Reference: RAD 15										
Risks:												
Contingencies:												
Evidence: <ul style="list-style-type: none"> SHLAA (May 2011) 		<table border="1"> <tr> <td colspan="3">Phasing:</td> </tr> <tr> <td>2011/12-2015/16</td> <td>2016/17-2020/21</td> <td>2021/22-2025/26</td> </tr> <tr> <td>✓</td> <td></td> <td></td> </tr> </table>		Phasing:			2011/12-2015/16	2016/17-2020/21	2021/22-2025/26	✓		
Phasing:												
2011/12-2015/16	2016/17-2020/21	2021/22-2025/26										
✓												
		Relevant policy areas: Somerset Valley	Lead Agencies: Local Highway Authority; Developers/Landowners									

MNRI.14 Highways infrastructure associated with St Peters Factory, Jewsons site		Category: Transport	Status: Key
<p>Access: The signal-controlled junction on the A367, Wells Road has sufficient capacity to allow access to this development. Pedestrian and cycling links should be created to the Waterford Park area and Wells Road (north of the main vehicular access).</p> <p>Local Impact: A Transport Assessment is required to consider the impact on local roads and further afield. A Travel Statement is also required to include a detailed assessment of local travel infrastructure – bus services, ped/cycle routes including links to town centre.</p> <p>Wider Impact: The T.A. must also consider the impact of traffic generated on the centre of Radstock,, in the context of the cumulative effect with the number of other local significant sites. Site granted planning permission in February 2008 for 107 dwellings (ref 05/01926/FUL). Further potential for additional 60 dwellings which would require a TA. Potential cumulative impact with MSN.10 (150 dwellings) at Wells Rd / Old Jewsons site signalised junction, which would need to be considered.</p> <p>Cycle parking required.</p> <p>Section 106: Works/contributions resulting from conclusions of T.A. and Travel Statement. Contributions to GBBN public transport measures likely to be sought. Potential for contributions to mitigation measures.</p>			
Cost: Not yet quantified.	Funding Sources: Developer contributions	SHLAA Reference: MSN 15	
Risks:			
Contingencies:			
Evidence:		Phasing:	
<ul style="list-style-type: none"> SHLAA (May 2011) 		2011/12-2015/16	2016/17-2020/21
		✓	
		Relevant policy areas:	Lead Agencies:
		Somer Valley	Local Highway Authority; Developers/Landowners

MNRI.15 Highways infrastructure associated with Welton Bibby Baron site		Category: Transport	Status: Key									
<p>The site is allocated in the Local Plan (Policy GDS.1/NR14) as a mixed use residential and business uses, to include about 100 dwellings and provision for the public rights of way within the site.</p> <p>Access: Access to this site will need to be taken from Station Road as the frontage onto North Road is not sufficient to create an access of the appropriate standard. Given the level of traffic likely to be generated by a mixed-use scheme, it is likely that a mini-roundabout, or even signal-controlled junction may be necessary. Given the potential scale of development, a secondary access may be required. The access and on-site roads must be of an adoptable standard.</p> <p>Local Impact: A Transport Assessment is required to consider the impact on local roads and further afield. In particular, the impact on the Stones Cross junction should be assessed, as well as capacity and safety issues along West Road. The T.A. should include a Travel Statement which will include an assessment of local travel infrastructure – ped/cycle links to the town centre, other key facilities and public transport.</p> <p>Wider Impact: The T.A. should also consider the impact on the wider network toward Bristol and Radstock, as there will be a cumulative effect with the number of other significant sites locally. Potential junction assessments at Station Rd / Radstock Road (A362) and A362 / B3355 roundabouts. If access is retained at the northern extent of this site, the access should be assessed as a staggered crossroads along with Valley Walk, a likely access point for MSN.25, a significant strategic development, which together with MSN.14 will cause a cumulative impact at all junctions listed above and A362 / A367.</p> <p>Cycle parking required.</p> <p>S106: There is potential for contributions to junction geometry or sustainable travel improvements. Works/contributions resulting from conclusions of T.A. and Travel Statement. Contributions to GBBN public transport measures likely to be sought.</p>												
Cost: Not yet quantified.	Funding Sources: Developer contributions	SHLAA Reference: MSN 9										
Risks:												
Contingencies:												
Evidence: <ul style="list-style-type: none"> SHLAA (May 2011) 		<table border="1"> <tr> <th colspan="3">Phasing:</th> </tr> <tr> <td>2011/12-2015/16</td> <td>2016/17-2020/21</td> <td>2021/22-2025/26</td> </tr> <tr> <td></td> <td>✓</td> <td></td> </tr> </table>		Phasing:			2011/12-2015/16	2016/17-2020/21	2021/22-2025/26		✓	
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		Relevant policy areas: Somerset Valley	Lead Agencies: Local Highway Authority; Developers/Landowners									

MNRI.16 Highways infrastructure associated with Martins Block site		Category: Transport	Status: Key									
<p>Wider Impact: Residential element likely to have limited strategic impact, although scheme unlikely to proceed with residential alone. A Transport Assessment should be provided. Site is likely to have an impact on High Street / Silver Street and is likely to have a significant cumulative impact when combined with MSN.6 at junctions of Church Square / High Street, Church Lane / High Street, Church Lane / North Rd and Station Rd / Radstock Rd. The development will also result in possible loss of public parking spaces and the TA should address this.</p> <p>Parking: Car parking for residential units to be accommodated within the site, but could be of a reduced standard, having regard to location of the site to local facilities and public transport. Cycle parking should also be accommodated.</p> <p>S106: Possible need for contributions towards traffic management improvements. Potential for contributions towards mitigation measures in the form of junction geometry or public transport improvements.</p>												
Cost: Not yet quantified.	Funding Sources: Developer contributions	SHLAA Reference: MSN 3										
Risks:												
Contingencies:												
Evidence: <ul style="list-style-type: none"> SHLAA (May 2011) 		<table border="1"> <tr> <th colspan="3">Phasing:</th> </tr> <tr> <td>2011/12-2015/16</td> <td>2016/17-2020/21</td> <td>2021/22-2025/26</td> </tr> <tr> <td></td> <td>✓</td> <td></td> </tr> </table>		Phasing:			2011/12-2015/16	2016/17-2020/21	2021/22-2025/26		✓	
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		Relevant policy areas: Somerset Valley	Lead Agencies: Local Highway Authority; Developers/Landowners									

MNRI.17 Highways infrastructure associated with South Road Car Park site		Category: Transport	Status: Key									
<p>Wider Impact: Residential element likely to have limited strategic impact, although scheme unlikely to proceed with residential alone. A Transport Assessment should be provided. Site is likely to have an impact on High Street / Silver Street and is likely to have a significant cumulative impact when combined with MSN.6 at junctions of Church Square / High Street, Church Lane / High Street, Church Lane / North Rd and Station Rd / Radstock Rd. The development will also result in possible loss of public parking spaces and the TA should address this.</p> <p>Parking: The loss of car parking would need to be linked to any parking strategy for the town, but the redevelopment of this area could include the re-provision of parking. Cycle parking should also be accommodated.</p> <p>S106: Good pedestrian and cycle links will be required to the High Street. Possible need for contributions towards traffic management improvements. Potential for contributions towards mitigation measures in the form of junction geometry or public transport improvements.</p>												
Cost: Not yet quantified.	Funding Sources: Developer contributions	SHLAA Reference: MSN 4a										
Risks:												
Contingencies:												
Evidence: <ul style="list-style-type: none"> SHLAA (May 2011) 		<table border="1"> <tr> <th colspan="3">Phasing:</th> </tr> <tr> <td>2011/12-2015/16</td> <td>2016/17-2020/21</td> <td>2021/22-2025/26</td> </tr> <tr> <td></td> <td>✓</td> <td></td> </tr> </table>		Phasing:			2011/12-2015/16	2016/17-2020/21	2021/22-2025/26		✓	
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	✓											
		Relevant policy areas: Somerset Valley	Lead Agencies: Local Highway Authority; Developers/Landowners									

MNRI.18 Highways infrastructure associated with Alcan site		Category: Transport	Status: Key									
<p>Wider Impact: Given the potential number of traffic movements the developer will need to demonstrate there will be no detrimental impact on the junctions with Frome Road, Silver Street and on Silver Street itself A Transport Assessment should be provided for this site. Potential junction assessments at Charlton Road / A367, Charlton Road / B3355 and the signalised junction at Wells Road / Old Jewsons site. Could have a cumulative impact with the additional potential development (60 dwellings MSN.15 St Peters Factory) at the signalised junction at Wells Rd / Old Jewsons site.</p> <p>S106: There is potential for contributions to junction geometry or sustainable travel improvements.</p>												
Cost: Not yet quantified.	Funding Sources: Developer contributions	SHLAA Reference: MSN 10										
Risks:												
Contingencies:												
Evidence: <ul style="list-style-type: none"> SHLAA (May 2011) 		<table border="1"> <tr> <th colspan="3">Phasing:</th> </tr> <tr> <td>2011/12-2015/16</td> <td>2016/17-2020/21</td> <td>2021/22-2025/26</td> </tr> <tr> <td></td> <td>✓</td> <td></td> </tr> </table>		Phasing:			2011/12-2015/16	2016/17-2020/21	2021/22-2025/26		✓	
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		Relevant policy areas: Somerset Valley	Lead Agencies: Local Highway Authority; Developers/Landowners									

MNRI.19 Highways infrastructure associated with Charltons, Frome Road site		Category: Transport	Status: Key						
<p>Access: The site sits on the junction of Frome Road and the High Street, to be diverted as part of the consented Radstock Regeneration scheme. Preferred vehicular access is from the western boundary as access from the south may conflict with the operation of the new signals, although this will depend on the level of development. The access and on-site roads must be of an adoptable standard.</p> <p>Local Impact: A Transport Assessment is required to consider the impact on local roads and further afield. A Travel Statement is also required to include a detailed assessment of local travel infrastructure – bus services, ped/cycle routes including links to town centre</p> <p>Wider Impact: A Transport Assessment must be produced for this site highlighting the net gain in vehicular traffic. There are a number of substantially sized sites surrounding it and as such there would be a cumulative impact on A362/A367. While a small impact expected individually, it will contribute to cumulative effect on the Centre of Radstock, as it is close to a number of other significant sites.</p> <p>Cycle parking required</p> <p>Section 106: Works/contributions resulting from conclusions of Travel Statement. Contributions to GBBN public transport measures likely to be sought.</p>									
Cost: Not yet quantified.	Funding Sources: Developer contributions	SHLAA Reference: RAD 3							
Risks:									
Contingencies:									
Evidence: <ul style="list-style-type: none"> SHLAA (May 2011) 		Phasing: <table border="1"> <tr> <td>2011/12-2015/16</td> <td>2016/17-2020/21</td> <td>2021/22-2025/26</td> </tr> <tr> <td></td> <td>✓</td> <td></td> </tr> </table>		2011/12-2015/16	2016/17-2020/21	2021/22-2025/26		✓	
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		Relevant policy areas: Somer Valley	Lead Agencies: Local Highway Authority; Developers/Landowners						

MNRI.20 Highways infrastructure associated with Old bakery, Waterloo Road site		Category: Transport	Status: Key									
<p>Access: Vehicular access is achievable from the car park egress onto Waterloo Road. Access roads of an adoptable standard will be required.</p> <p>Local Impact: A full Transport Assessment will be required to consider the impact on local roads and those further afield. The impact on the Waterloo Road junction with Bath New Road will require detailed consideration. The T.A. will include a detailed Travel Assessment to consider local travel infrastructure, specifically walking, cycling and public transport links to key facilities.</p> <p>Wider Impact: The Transport Assessment will indicate an impact on the centre of Radstock, which will be exacerbated by the proximity of other significant potential development sites. Consideration to be given to the effect of cumulative impact of all adjacent development in the area and the effect on A367 / A362.</p> <p>Cycle parking required</p> <p>Section 106: Works/contributions resulting from conclusions of Travel Statement. Contributions to GBBN public transport measures likely to be sought.</p>												
Cost: Not yet quantified.	Funding Sources: Developer contributions	SHLAA Reference: RAD 4										
Risks:												
Contingencies:												
Evidence: <ul style="list-style-type: none"> SHLAA (May 2011) 		<table border="1"> <tr> <th colspan="3">Phasing:</th> </tr> <tr> <td>2011/12-2015/16</td> <td>2016/17-2020/21</td> <td>2021/22-2025/26</td> </tr> <tr> <td></td> <td>✓</td> <td></td> </tr> </table>		Phasing:			2011/12-2015/16	2016/17-2020/21	2021/22-2025/26		✓	
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	✓											
		Relevant policy areas: Somer Valley	Lead Agencies: Local Highway Authority; Developers/Landowners									

MNRI.21 Highways infrastructure associated with Library / Youth Club / Church Street Youth Club site		Category: Transport	Status: Key									
<p>Access: Vehicular access is achievable from the existing Church Street car park access, with pedestrian links via the (current) library. Access roads of an adoptable standard will be required.</p> <p>Local Impact: A full Transport Assessment will be required to consider the impact on local roads and those further afield. The T.A. will include a detailed Travel Assessment to consider local travel infrastructure, specifically walking, cycling and public transport links to key facilities.</p> <p>Wider Impact: The Transport Assessment will indicate an impact on the centre of Radstock, which will be exacerbated by the proximity of other significant potential development sites. Unlikely to have a significant impact on transport network in isolation. A Transport Statement should be provided highlighting the net gain in vehicular traffic. Likely to offer some contribution to a cumulative impact at A367 / A362 with sites in Radstock.</p> <p>Section 106: Works/contributions resulting from conclusions of Travel Statement. Contributions to GBBN public transport measures likely to be sought.</p>												
Cost: Not yet quantified.	Funding Sources: Developer contributions	SHLAA Reference: RAD 6										
Risks:												
Contingencies:												
Evidence: <ul style="list-style-type: none"> SHLAA (May 2011) 		<table border="1"> <tr> <th colspan="3">Phasing:</th> </tr> <tr> <td>2011/12-2015/16</td> <td>2016/17-2020/21</td> <td>2021/22-2025/26</td> </tr> <tr> <td></td> <td>✓</td> <td></td> </tr> </table>		Phasing:			2011/12-2015/16	2016/17-2020/21	2021/22-2025/26		✓	
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		Relevant policy areas: Somer Valley	Lead Agencies: Local Highway Authority; Developers/Landowners									

MNRI.22 Highways infrastructure associated with Coomb End North site		Category: Transport	Status: Key
<p>Access: Coomb End for virtually all its length is sub-standard in width, pedestrian provision and lighting, and is subject to commercial vehicle use including HGVs associated with industrial operations.</p> <p>Local Impact: Junctions at either end of Combe End joining the A367 are sub-standard and are difficult to manoeuvre.</p> <p>Wider Impact: As above access to A367 is problematic and it will be necessary for the developers to demonstrate that a safe and appropriate means of access can be achieved to the wider highway network without any detrimental effect. A Transport Statement should be provided for this site. Individually it is unlikely to have a major effect on highway network, but close to RAD 9 (40 dwellings) and RAD 12 (30 dwellings). The cumulative effect of these developments may effect the junctions of Coombend/ A367 and A362/ A367. There are also other SHLAA sites which would access the primary road network via the Old Bath Road/ A376 junction, directly opposite the Coombend/ A367 junction, potentially causing a large cumulative impact at this location.</p> <p>Section 106: As part of the pre-application advice provision of a footway along site b frontage was identified and this would also apply to site a. Works/ Contributions resulting from conclusions of TA.</p>			
Cost: Not yet quantified.	Funding Sources: Developer contributions	SHLAA Reference: RAD 13 a & b	
Risks:			
Contingencies:			
Evidence:		Phasing:	
<ul style="list-style-type: none"> SHLAA (May 2011) 		2011/12-2015/16	2016/17-2020/21
		>	✓
		Relevant policy areas:	Lead Agencies:
		Somer Valley	Local Highway Authority; Developers/Landowners

MNRI.23 Highways infrastructure associated with Clandown Scrap Yard site		Category: Transport	Status: Key						
<p>Access: The site is at the end of an existing sub-standard length of public highway (Chapel Road) without adequate turning facilities.</p> <p>Local Impact: Full standard adoptable turning head to be provided at termination of Chapel Road. Car parking for residential units to be accommodated within the site.</p>									
Cost: Not yet quantified.	Funding Sources: Developer contributions	SHLAA Reference: RAD 14							
Risks:									
Contingencies:									
Evidence: <ul style="list-style-type: none"> SHLAA (May 2011) 		Phasing: <table border="1"> <tr> <td>2011/12-2015/16</td> <td>2016/17-2020/21</td> <td>2021/22-2025/26</td> </tr> <tr> <td>✓</td> <td></td> <td></td> </tr> </table>		2011/12-2015/16	2016/17-2020/21	2021/22-2025/26	✓		
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		Relevant policy areas: Somer Valley	Lead Agencies: Local Highway Authority; Developers/Landowners						

MNRI.24 Highways infrastructure associated with Paulton Builders Merchants site		Category: Transport	Status: Key						
<p>Access: Development requires the widening of the footway across the frontage of the development to secure adequate visibility.</p> <p>Local impact: Pedestrian improvements required across site frontage to give increased footway width and to secure visibility.</p> <p>S106: Financial contribution sought towards pedestrian improvements/traffic management measures within the village, together with the Developer carrying out footway widening across the site frontage.</p>									
Cost: Not yet quantified.	Funding Sources: Developer contributions	SHLAA Reference: PAU 3							
Risks:									
Contingencies:									
Evidence: <ul style="list-style-type: none"> SHLAA (May 2011) 		Phasing: <table border="1"> <tr> <td>2011/12-2015/16</td> <td>2016/17-2020/21</td> <td>2021/22-2025/26</td> </tr> <tr> <td>✓</td> <td></td> <td></td> </tr> </table>		2011/12-2015/16	2016/17-2020/21	2021/22-2025/26	✓		
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		Relevant policy areas: Somer Valley	Lead Agencies: Local Highway Authority; Developers/Landowners						

MNRI.25 Highways infrastructure associated with Paulton Printing Factory site		Category: Transport	Status: Key									
As per highways comments on 07/02424/EOUT, scheme requires new roundabout access to serve the site, and improvements to other existing accesses. Highway works and contributions towards traffic management, junction improvements, pedestrian facilities, public transport, public rights of way to be secured through Section 106 Agreement.												
Cost: Not yet quantified.	Funding Sources: Developer contributions	SHLAA Reference: PAU 2										
Risks:												
Contingencies:												
Evidence: <ul style="list-style-type: none"> SHLAA (May 2011) 		<table border="1"> <tr> <th colspan="3">Phasing:</th> </tr> <tr> <th>2011/12-2015/16</th> <th>2016/17-2020/21</th> <th>2021/22-2025/26</th> </tr> <tr> <td>></td> <td>✓</td> <td></td> </tr> </table>		Phasing:			2011/12-2015/16	2016/17-2020/21	2021/22-2025/26	>	✓	
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		Relevant policy areas: Somerset Valley	Lead Agencies: Local Highway Authority; Developers/Landowners									

MNRI.26 Highways infrastructure associated with Wellow Lane site		Category: Transport	Status: Key									
<p>Allocated in Local Plan under GDS.1/V10 for about 100 dwellings. Planning permission granted in October 2010 for 95 dwellings (08/03263/FUL)</p> <p>S106: to provide contributions for junction charge, bus shelters, cycleway signage and possible charges at Braysdown Lane.</p>												
Cost: Not yet quantified.	Funding Sources: Developer contributions	SHLAA Reference: PEA 1										
Risks:												
Contingencies:												
Evidence: <ul style="list-style-type: none"> SHLAA (May 2011) 		<table border="1"> <tr> <th colspan="3">Phasing:</th> </tr> <tr> <th>2011/12-2015/16</th> <th>2016/17-2020/21</th> <th>2021/22-2025/26</th> </tr> <tr> <td>✓</td> <td></td> <td></td> </tr> </table>		Phasing:			2011/12-2015/16	2016/17-2020/21	2021/22-2025/26	✓		
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		Relevant policy areas: Somer Valley	Lead Agencies: Local Highway Authority; Developers/Landowners									

Keynsham

KI.1 Public Investment in Site Preparation & Planning Keynsham Town Centre and Somerdale		Category: Site Specific Infrastructure		Status: Key										
<p>Keynsham Town Centre & Somerdale site public investment for site specific investment in site preparation and planning.</p> <ul style="list-style-type: none"> • New access road and junction • Public realm enhancements / traffic calming measures 														
<p>Cost: £0.3m Funding secured for 2011-12</p>		<p>Funding Sources: Public Investment via HCA Applied for through RGF revolving infrastructure fund</p>												
<p>Risks: Could be affected by cutbacks in Govt funding. WoE DIIP impacted by changes in HCA funding programme and national policy framework. HCA funding is to be accessed through specific bids and would be subject to the availability of finance at the time.</p>														
<p>Contingencies:</p>														
<p>Evidence: Single Conversation: West of England Delivery & Infrastructure Investment Plan (2010)p15</p>		<table border="1"> <tr> <th colspan="3">Phasing:</th> </tr> <tr> <th>2011/12-2015/16</th> <th>2016/17-2020/21</th> <th>2021/22-2025/26</th> </tr> <tr> <td>✓</td> <td></td> <td></td> </tr> </table>				Phasing:			2011/12-2015/16	2016/17-2020/21	2021/22-2025/26	✓		
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2011/12-2015/16	2016/17-2020/21	2021/22-2025/26												
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		<p>Relevant policy areas: Keynsham</p>		<p>Lead Agencies: West of England Partnership; Homes & Communities Agency</p>										

KL2: Flood Protection Measures for Cadbury's Somerdale site		Category: Water & Drainage	Status: Key												
<ul style="list-style-type: none"> Any development in this area will need to undertake a Flood Risk Assessment Flood protection measures need to be implemented as part of the Masterplan for the redevelopment of the site. The northern part of the site is in the flood plain (zone 2). Risk can be mitigated through works on site or upstream, paid for by developers. Potential measures could include raised defences and floodplain storage, with SUDS techniques to be incorporated into drainage design. <p>Development within the Policy area must be safe throughout its lifetime and informed by the B&NES SFRA and Flood Risk Management Strategy</p>															
Cost: Dependent on scheme design	Funding Sources: <ul style="list-style-type: none"> Developer contributions On site works required to address and respond to the implications of flood risk and necessary to obtain planning permission. 		SHLAA Reference: K1												
Risks:															
Contingencies: The Masterplanning process should ensure in the first instance that a sequential approach is taken to direct development to areas at least risk of flooding, therefore reducing the need as far as possible for flood protection measures.															
Evidence: Single Conversation: West of England Delivery & Infrastructure Investment Plan (2010)p15 Draft Keynsham Regeneration Delivery Plan (2010) B&NES Strategic Flood Risk Assessment (2008) B&NES Strategic Flood Mitigation Strategy (2009) B&NES Flood Risk Management Strategy (2010) Cadbury Somerdale Vision for the Future (LDA Design, Feb 2009) Evidence Gathering for IDP – Environment Agency		<table border="1"> <tr> <th colspan="3">Phasing:</th> </tr> <tr> <th>2011/12-2015/16</th> <th>2016/17-2020/21</th> <th>2021/22-2025/26</th> </tr> <tr> <td>></td> <td>></td> <td>></td> </tr> <tr> <td colspan="2">Relevant policy areas: Keynsham</td> <td>Lead Agencies: Bath & North East Somerset Council; Landowner/Developer; Environment Agency</td> </tr> </table>		Phasing:			2011/12-2015/16	2016/17-2020/21	2021/22-2025/26	>	>	>	Relevant policy areas: Keynsham		Lead Agencies: Bath & North East Somerset Council; Landowner/Developer; Environment Agency
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Relevant policy areas: Keynsham		Lead Agencies: Bath & North East Somerset Council; Landowner/Developer; Environment Agency													

KI.3: Improvements to Sewerage Capacity		Category: Water & Drainage		Status: Key		
<p>Major improvements to the sewerage capacity are needed to facilitate substantial development within the town. This includes (i) off-site sewerage improvements needed for any substantial development as insufficient local capacity (ii) planned upgrade of Keynsham treatment plant to increase treatment capacity.</p> <p>Insufficient capacity to accommodate development beyond about 500 houses without intervention (RT/URS, 2009).</p>						
<p>Cost: Dependent on scheme design</p>		<p>Funding Sources:</p> <ul style="list-style-type: none"> • Wessex Water – regulatory funding • On-site works and Developer contributions • K2 development to bear costs of complex connection to sewerage network 				
<p>Risks: A risk was identified that there could be insufficient space for upgrading of Keynsham sewerage treatment plan in its current location, however, this issue has since been resolved via the Joint Waste Core Strategy process. Enabling works to precede development</p>						
<p>Contingencies: On site strategies could be explored.</p>						
<p>Evidence: Single Conversation: West of England Delivery & Infrastructure Investment Plan (2010)p15 K2 planning application Committee Report (09/04351/FUL)p13-14 West of England Partnership: Responding to Infrastructure Delivery and Planning Issues in the West of England (Roger Tym/URS 2009)</p>			Phasing:			
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			<p>Relevant policy areas:</p> <p>Keynsham</p>		<p>Lead Agencies:</p> <p>Wessex Water; Bath & North East Somerset Council; Landowners/Developers; Environment Agency</p>	

KI.4 Enhance Keynsham Hams as a Wetland Habitat		Category: Green Infrastructure	Status: Key												
<ul style="list-style-type: none"> Somerdale redevelopment site requirement to improve the value of the Hams in environmental, ecological and recreational terms. This will allow the Hams to provide open space, wildlife habitat, recreation, flood alleviation, visual amenity, and a landscape setting for the town. To include improved access for public through improved connections and a concentration of community uses at the heart of the site. 															
Cost: Not quantified	Funding Sources: Development requirement for Somerdale site Potential funding for community green spaces: http://www.communities.gov.uk/publications/communities/greenspacefunding		SHLAA Reference: K1												
Risks: Continuing engagement will be required to realise this through future Masterplanning etc.															
Contingencies:															
Evidence: <ul style="list-style-type: none"> Cadbury Somerdale Vision for the Future (LDA Design, Feb 2009) Somerdale Landscape Framework (LDA Design, June 2009) Cadbury Somerdale Public Exhibition (Atisreal, Feb 2009) Keynsham draft RDP (New Masterplanning, March 2010) 		<table border="1"> <tr> <th colspan="3">Phasing:</th> </tr> <tr> <th>2011/12-2015/16</th> <th>2016/17-2020/21</th> <th>2021/22-2025/26</th> </tr> <tr> <td>></td> <td>></td> <td>></td> </tr> <tr> <td colspan="2">Relevant policy areas: Keynsham</td> <td>Lead Agencies:</td> </tr> </table>		Phasing:			2011/12-2015/16	2016/17-2020/21	2021/22-2025/26	>	>	>	Relevant policy areas: Keynsham		Lead Agencies:
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Relevant policy areas: Keynsham		Lead Agencies:													

KI.5 Highways Infrastructure associated with Somerdale site		Category: Transport	Status: Key						
<p>Access: Two points of access required to serve development site with internal loop road. Primary access = new traffic signal controlled junction on Station Road, combined with Avon Mill Lane junction. Road realignment of Station Road on new junction approach required. Improvements to Chandos Road/Station Road junction. Use of Somerdale Road likely to be restricted to pedestrians and cyclists.</p> <p>Wider Impact: Transport Assessment required which must examine cumulative effect of allocated development sites on town centre. Mainly accessed via A4 Hick's Gate and Broadmead Roundabouts. Hick's Gate Rbt; Broadmead Rbt; A4175 Station Road / B3116 High St; B3116 from Station Rd to A4; Emery Road / A4 Bath Rd; A4714 Ring Road; A4 / A39; A4 / A36</p> <p>Local Impact: Improved pedestrian/cycling infrastructure require with direct linkages to town centre. Improved access required from site to railway station, including disabled access.</p> <p>S106: Possible requirement for contribution towards bus service re-routing, signalised access junction, network signalisation throughout Keynsham. Mitigation of traffic impact required. Travel Plan required for all employment uses and new residents welcome packs for all new households, including free travel tickets for given period for all members of new households. Contribution towards accessibility improvements at railway station and bus infrastructure provision.</p>									
Cost: Not quantified	Funding Sources: Developer Contributions.	SHLAA Reference: K1							
Risks:									
Contingencies: If this enabling work is not undertaken the development capacity of the site will remain constrained as per the previous Local Plan allocation.									
Evidence: <ul style="list-style-type: none"> • Cadbury Somerdale Vision for the Future (LDA Design, Feb 2009) • Keynsham draft Regeneration Delivery Plan (New Masterplanning, March 2010) • SHLAA (May 2011) 		Phasing: <table border="1"> <tr> <td>2011/12-2015/16</td> <td>2016/17-2020/21</td> <td>2021/22-2025/26</td> </tr> <tr> <td>✓</td> <td></td> <td></td> </tr> </table>		2011/12-2015/16	2016/17-2020/21	2021/22-2025/26	✓		
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		Relevant policy areas: Keynsham	Lead Agencies: Landowner/Developer						

KI.6 Improvements to Keynsham Railway Station & Enhanced Service Frequency to Bristol and Bath		Category: Transport		Status: Desirable													
<p>Improvements to the railway station to be secured as a Development Requirement for the Somerdale site, including pedestrian and cycle facilities, disabled access and improved links between the station, Somerdale and town centre. The outcome of a bid for funding from DfT for a ramp at the station will be known in September.</p> <p>Signalling renewals by Network Rail at Bristol TDM, Bristol Signalling Centre area, and repositioning of signals at Bath Spa will improve reliability, provide additional capacity and reduced platform reoccupation times. This facilitates an enhanced cross-Bristol service benefiting Bath Spa, Oldfield Park and Keynsham</p> <p>Greater Bristol Metro Rail Project to provide improvements to suburban services around Bristol, including improved frequency to provide half hourly services involving new rolling stock and some new infrastructure. This scheme is promoted within LTP3.</p>																	
<p>Cost: 19.7m for Greater Bristol Metro Rail Project</p> <p>£400,000 for ramp</p>		<p>Funding Sources:</p> <ul style="list-style-type: none"> - Network Rail - Developer contributions - Government funding for Greater Bristol Metro Rail Project - Ramp: £50,000 B&NES; £50,000 First; £100,000 DfT 															
<p>Risks: Greater Bristol Metro Rail Project not funded in current Comprehensive Spending Review period to March 2015.</p>																	
<p>Contingencies: Further guidance is expected from DfT towards the end of 2011, when the current CSR is concluded, to advise how the Greater Bristol Metro Rail Project could be progressed. This is not a reflection of the 'worth' of this scheme, simply a reflection of its 'state of readiness'.</p>																	
<p>Evidence:</p> <ul style="list-style-type: none"> • Great Western Mainline Route Utilisation Strategy (RUS) • Single Conversation: West of England Delivery & Infrastructure Investment Plan (2010) • Cadbury Somerdale Vision for the Future (LDA Design, Feb 2009) • Cadbury Somerdale Public Exhibition (Atisreal, Feb 2009) • Keynsham draft RDP (New Masterplanning, March 2010) • Future for Keynsham (B&NES 2006) • Keynsham Town Plan (2004) • Network Rail Route Plan K 2011 Update 			<table border="1"> <tr> <th colspan="3">Phasing:</th> </tr> <tr> <th>2011/12-2015/16</th> <th>2016/17-2020/21</th> <th>2021/22-2025/26</th> </tr> <tr> <td style="text-align: center;">➤</td> <td style="text-align: center;">➤</td> <td style="text-align: center;">➤</td> </tr> <tr> <td colspan="2"> <p>Relevant policy areas:</p> <p>Keynsham</p> </td> <td> <p>Lead Agencies:</p> <p>West of England Partnership; Network Rail; Train Operator(s)</p> </td> </tr> </table>			Phasing:			2011/12-2015/16	2016/17-2020/21	2021/22-2025/26	➤	➤	➤	<p>Relevant policy areas:</p> <p>Keynsham</p>		<p>Lead Agencies:</p> <p>West of England Partnership; Network Rail; Train Operator(s)</p>
Phasing:																	
2011/12-2015/16	2016/17-2020/21	2021/22-2025/26															
➤	➤	➤															
<p>Relevant policy areas:</p> <p>Keynsham</p>		<p>Lead Agencies:</p> <p>West of England Partnership; Network Rail; Train Operator(s)</p>															

KI.7a New early years facility at Somerdale		Category: Education	Status: Key	
<p>Although the housing mix is not yet known, based on assumptions informed by the Local Education Authority the re-development of Somerdale is likely to trigger the need for a new early years facility on site.</p>				
Cost: not quantified	Funding Sources: Developer contributions/CIL	SHLAA Reference: K.1		
Risks: Changes in government policy could change the way in which education is delivered.				
Contingencies: There is a statutory obligation to ensure sufficiency of early years provision.				
Evidence: Evidence gathering for IDP(Local Education Authority) B&NES Childcare Sufficiency Report (Children's Services) for early years SHLAA (May 2011)		Phasing:		
		2011/12-2015/16	2016/17-2020/21	2021/22-2025/26
		➤ Section 106 capital until 2014	➤ Potential for CIL capital	➤ Potential for CIL capital
		Relevant policy areas:		Lead Agencies:
Keynsham		Local Education Authority; Landowners/Developers		

KI.7b New primary school at Somerdale		Category: Education	Status: Key	
<p>Although the housing mix is not yet known, based on assumptions informed by the Local Education Authority the re-development of Somerdale is likely to trigger the need for a new primary school on site.</p>				
Cost: c.£6m (Roger Tym estimate for a new primary school)	Funding Sources: Developer contributions/CIL	SHLAA Reference: K.1		
Risks: Changes in government policy could change the way in which education is delivered.				
Contingencies: There is a statutory obligation to provide sufficient primary school places				
Evidence: Evidence gathering for IDP(Local Education Authority) B&NES Primary School Review (Overview & Scrutiny Panel) 25 Jan 2010 SHLAA (May 2011)		Phasing:		
		2011/12-2015/16	2016/17-2020/21	2021/22-2025/26
		➤ Section 106 capital until 2014	➤ Potential for CIL capital	➤ Potential for CIL capital
		Relevant policy areas:		Lead Agencies:
Keynsham		Local Education Authority; Landowners/Developers		

KI.8 Green Infrastructure		Category: Green Infrastructure	Status: Desirable						
<p>Aims:</p> <ul style="list-style-type: none"> • Provision of a legible continuous green link along the River Chew corridor connecting the riverside south of Temple Street with the town centre/Memorial Park, the marina, Somerdale, the Hams and the River Avon corridor • Somerdale redevelopment to include the river corridor as part of the green link through the site, with development sensitive to the landscape setting and ecological features with an integrated approach to the design • Ensure the Hams opens up to the wider network of recreational routes in the area, including the Avon Valley, with the Somerdale site development encouraging movement through it <p>Improvements to the Memorial Park</p>									
<p>Cost: depends on implementation</p>	<p>Funding Sources: Potential funding sources include:</p> <ul style="list-style-type: none"> - Revised management regimes for Council owned land - Partnership working with key land owners and managers - Work with voluntary and community sector - External funding e.g. HLF and other funders for specific access, biodiversity or heritage/landscape projects. - Developer contributions and Masterplan principles e.g. green corridors - Potential funding for community green spaces: http://www.communities.gov.uk/publications/communities/greenspacefunding - To be further explored and identified in the Green Infrastructure Study 								
<p>Risks: Project not defined or costed</p>									
<p>Contingencies: Somerdale Masterplan should address GI needs and these will in part be achievable through developer contributions. However gap funding will also be required from other sources.</p>									
<p>Evidence:</p> <ul style="list-style-type: none"> • Cadbury Somerdale Vision for the Future (LDA Design, Feb 2009) • Somerdale Landscape Framework (LDA Design, June 2009) • Representations to B&NES Keynsham Town Centre Masterplan (BNP Paribas, September 2010) • Cadbury Somerdale Public Exhibition (Atisreal, Feb 2009) • Keynsham draft RDP (New Masterplanning, March 2010) • Emerging B&NES Green Infrastructure Strategy 		<p>Phasing:</p> <table border="1"> <thead> <tr> <th>2011/12-2015/16</th> <th>2016/17-2020/21</th> <th>2021/22-2025/26</th> </tr> </thead> <tbody> <tr> <td></td> <td></td> <td></td> </tr> </tbody> </table>		2011/12-2015/16	2016/17-2020/21	2021/22-2025/26			
2011/12-2015/16	2016/17-2020/21	2021/22-2025/26							
		<p>Relevant policy areas:</p> <p>Keynsham</p>	<p>Lead Agencies:</p> <p>Bath & North East Somerset Council; Keynsham Town Council</p>						

KI.9: Keynsham District Heating Network		Category: Energy		Status: Desirable	
<p>The implementation of a district heating scheme in Keynsham has been investigated and shown to have the potential to deliver significant CO₂ reductions (681 tonnes CO₂ pa) and long-term financial (18.69% IRR) returns.</p>					
<p>Cost: £970,181</p>		<p>Funding Sources:</p> <ul style="list-style-type: none"> • Private financing from third-party ESCOs • Developer contributions 			
<p>Risks: Relocation of the leisure centre would reduce the heat demand and would reduce/remove the technical and commercial case for a network. Needs to be considered in conjunction with design proposals for Keynsham Town Hall. Developer contributions can only be received where network connections are agreed prior to construction. Capturing large development sites improves project returns.</p>					
<p>Contingencies: Without a district heating network new development sites will still be required to meet the same carbon targets, although at additional cost. An existing network acts as an enabler to making carbon savings in the existing building stock; through modelled connection and through future network expansion. This is particularly relevant to network options in Bath where heritage and conservation designations make it one of only a few effective interventions.</p>					
<p>Evidence: B&NES District Heating Study (AECOM, 2010) B&NES Renewable Energy Capacity Study (CAMCO, 2010)</p>			Phasing:		
			2011/12-2015/16	2016/17-2020/21	2021/22-2025/26
			➤	➤	➤
			Relevant policy areas:		Lead Agencies:
Keynsham		Bath & North East Somerset Council; Landowners/Developers;			

KI.10 Community Facilities including new Library		Category: Social	Status: Desirable
<ul style="list-style-type: none"> • K2 community facilities • 2009 £250k Developer Contributions from Tesco for community facilities in the town • Keynsham Library re-provision to be secured as part of the re-development of the Town Hall site • New one-stop-shop for Council service users as part of the re-development of the Town Hall site • Fry Club , Somerdale – latest information shows that it is intended that the parent company grant the new Fry Club organisation a long lease on the new facilities which include a replacement clubhouse (on a basis to be agreed) (PLC, 2009). • Investment in existing community facilities 			
Cost: £250k secured, other projects still to be confirmed or outside local authority control		Funding Sources: <ul style="list-style-type: none"> - Development requirement for the Centre/Town Hall site to make re-provision on site for the Library and one-stop-shop - Development requirement for Somerdale redevelopment to make re-provision of Fry Club - Developer contributions - Community Right to Build may apply to community facilities (awaiting Localism Bill) 	
Risks: Much of the funding identified is linked to development, so is contingent on development coming forward.			
Contingencies: Additional investment in existing community facilities.			
Evidence: <ul style="list-style-type: none"> • Evidence gathering for the IDP (Libraries) • Keynsham Town Hall Masterplan rationale document (B&NES/NEW Masterplanning) • Fry Club Keynsham: Development of Sports & Social Facilities (PLC, Dec 2009) • Cadbury Somerdale: Developing a Vision for the Future: Presentation to Keynsham Development Advisory Group (Atisreal, September 2008) • Representations to B&NES Keynsham Town Centre Masterplan (BNP Paribas, September 2010) • Keynsham draft Regeneration Delivery Plan (New Masterplanning, March 2010) • Future for Keynsham (B&NES 2006) • Keynsham regeneration project consultation: http://www.bathnes.gov.uk/environmentandplanning/majordevelopments/Pages/KeynshamRegenerationProject.aspx 		Phasing:	
		Relevant policy areas: Keynsham	Lead Agencies: B&NES; Fry Club organisation; Landowner/Developer; Keynsham Town Council

KI.11 Pedestrian/Cycle Bridge over the A4 improving link from Memorial Park to Train Station		Category: Transport		Status: Desirable		
There is opportunity to create a new 'level' route for pedestrians and cyclists across the A4 with a lightweight bridge which would connect the Memorial Park to the railway station, addressing the A4 and railway line as major physical barriers within the park.						
Cost: not quantified		Funding Sources: Potentially could include: <ul style="list-style-type: none"> - Developer Contributions - Funding bids 				
Risks: Project not yet defined, scoped or costed						
Contingencies:						
Evidence: <ul style="list-style-type: none"> • Keynsham draft Regeneration Delivery Plan (New Masterplanning, March 2010) 			Phasing:			
			2011/12-2015/16	2016/17-2020/21	2021/22-2025/26	
			>	>	>	
			Relevant policy areas:		Lead Agencies:	
			Keynsham			

KI.12 Town Centre and Somerdale Public Realm Improvements		Category: Public Realm	Status: Desirable									
<p>Public realm improvements to the High Street, particularly at:</p> <ul style="list-style-type: none"> • Junction of Bath Hill and High Street containing a new public space replacing the current public space in front of the Town Hall following redevelopment. • Space in front of St. John's church • Junction of High Street and Charlton Road <p>Enhancement/creation of network of pedestrian routes between High Street, Temple Street, the park entrance and the river, and Bath Hill East car park.</p> <p>Improved disabled access to shops.</p> <p>Public realm enhancements as part of Somerdale redevelopment</p>												
Cost: not quantified	<p>Funding Sources:</p> <ul style="list-style-type: none"> - Developer Contributions - Developer requirement for the town hall site to make re-provision of the public space 											
Risks: Details of strategy need to be further developed and costed. Highways issues and through traffic issues key.												
Contingencies:												
<p>Evidence:</p> <ul style="list-style-type: none"> • Retail Strategy (Urban Practitioners and DTZ 2008) • Future for Keynsham (B&NES 2006) • Keynsham draft RDP (New Masterplanning, March 2010) • Keynsham Town Hall Masterplan rationale document (B&NES/NEW Masterplanning) • Shops Access survey (The Keynsham Network) • B&NES Area Wide Spatial Strategy (David Lock Associates 2006) • Evidence gathering for IDP (Development & Major Projects) • Keynsham regeneration project consultation: http://www.bathnes.gov.uk/environmentandplanning/majordevelopments/Pages/KeynshamRegenerationProject.aspx 		<table border="1"> <thead> <tr> <th colspan="3">Phasing:</th> </tr> <tr> <th>2011/12-2015/16</th> <th>2016/17-2020/21</th> <th>2021/22-2025/26</th> </tr> </thead> <tbody> <tr> <td>➤</td> <td>➤</td> <td>➤</td> </tr> </tbody> </table> <p>Relevant policy areas: Keynsham</p> <p>Lead Agencies: B&NES; Landowner/Developers; Keynsham Town Council</p>		Phasing:			2011/12-2015/16	2016/17-2020/21	2021/22-2025/26	➤	➤	➤
Phasing:												
2011/12-2015/16	2016/17-2020/21	2021/22-2025/26										
➤	➤	➤										

KI.13 Improved Cycle Links to Bristol/Bath, National Routes 3 & 4 and Regional Route 10		Category: Transport		Status: Desirable		
Improve links from Keynsham to the large number of long-distance footpaths and other adjacent recreational routes and strategic cycleways, such as the River Avon Trail and the Two Rivers Way.						
Cost:		Funding Sources:				
		- Developer Contributions				
Risks:						
Contingencies:						
Evidence: <ul style="list-style-type: none"> Somerdale Landscape Framework (LDA Design, June 2009) Future for Keynsham (B&NES 2006) 			Phasing:			
			2011/12-2015/16	2016/17-2020/21	2021/22-2025/26	
			➤	➤	➤	
			Relevant policy areas:		Lead Agencies:	
Keynsham						

KI.14 Relocation of the Fire Station		Category: Community Facilities	Status: Desirable	
<p>Avon Fire & Rescue Service has an aspiration to relocate the footprint of the station to meet the requirements for managing operational response and community risk.</p> <p>The facility at Keynsham meets the current and projected needs of the Fire and Rescue Service but relocation would be considered in support of the desire to redevelop Keynsham Town Centre.</p> <p>The basis for any strategy for relocation of the fire station in support of town centre redevelopment must be on a cost neutral basis for the Fire Authority.</p>				
Cost: not quantified	Funding Sources:			
	Must be cost Neutral for the Fire Authority			
Risks:				
Contingencies: If re-location not secured the Fire Station is likely to remain on the present site either in existing building or via on-site re-provision as part of the associated Town Hall redevelopment.				
Evidence: IDP Evidence gathering process – Responses from Avon Fire & Rescue Service		Phasing:		
		2011/12-2015/16	2016/17-2020/21	2021/22-2025/26
		>	>	>
		Relevant policy areas:		Lead Agencies:
Keynsham		Fire Authority Bath & North East Somerset Council		

KI.15 Broadmead Lane Residual Waste Management Site		Category: Waste	Status: Desirable									
<p>Broadmead Lane is allocated in the B&NES Local Plan for waste management purposes and considered appropriate for residual waste treatment development in the West of England Joint Waste Core Strategy. Specific infrastructure that is required in order to bring forward this site includes:</p> <ul style="list-style-type: none"> • The existing access is inadequate. Traffic management and highway improvement measures are required at the railway bridge to facilitate access including for HGV movements, pedestrians and cyclists, or to provide alternative access. • Topographical survey together with hydraulic and hydrological studies of bridge improvement area (and any infrastructure that is required as a result) having regard to flood flow and flood storage capacity in order to ensure safe access to the site • Appropriate remediation of potential land contamination <p>See also DWI.2a</p>												
Cost: not quantified	Funding Sources:											
Risks:												
Contingencies:												
Evidence: B&NES Local Plan 2007 Joint Waste Core Strategy http://www.westofengland.org/media/211552/4.%20jwcs%20adoption%20document%20mar%202011.pdf		<table border="1"> <tr> <th colspan="3">Phasing:</th> </tr> <tr> <th>2011/12-2015/16</th> <th>2016/17-2020/21</th> <th>2021/22-2025/26</th> </tr> <tr> <td>➤</td> <td>➤</td> <td>➤</td> </tr> </table>		Phasing:			2011/12-2015/16	2016/17-2020/21	2021/22-2025/26	➤	➤	➤
Phasing:												
2011/12-2015/16	2016/17-2020/21	2021/22-2025/26										
➤	➤	➤										
		Relevant policy areas: Keynsham	Lead Agencies: Bath & North East Somerset Council									

KI.16 Additional Early Years, Primary & Secondary Education capacity in Keynsham (previously part of KI.7)		Category: Education		Status: Key																
<p>In addition to the new early years and primary facilities at Somerdale, there will also be an additional need for the Extension of Castle Primary School at South West Keynsham (as part of the K2 scheme) and potential for a small number of additional primary school places and early years facilities (options around how these are accommodated).</p> <p>In relation to secondary schools, any development within the Broadlands School catchment can take up existing capacity within this school which is currently occupied by pupils from outside the Local Authority area. For development within the Wellsway School catchment, this school is close to capacity, so contributions are likely to be required to expand capacity at this school.</p>																				
<p>Cost: dependent on delivery strategy and phasing</p> <p>c.£6m (Roger Tym estimate for a new primary school)</p>		<p>Funding Sources:</p> <p>Developer contributions</p> <p>The extension of Castle Primary School will be secured as part of the Development Requirements for K2 Allocation.</p>																		
<p>Risks: Changes in government policy could change the way in which education is delivered.</p>																				
<p>Contingencies: There is a statutory obligation to provide sufficient school places (primary & secondary) and to ensure sufficiency of early years provision. There could be some phasing options around the delivery of facilities.</p>																				
<p>Evidence:</p> <p>Evidence gathering for IDP(Local Education Authority) B&NES Secondary Schools Reorganisation 2006-2010 B&NES Primary School Review (Overview & Scrutiny Panel) 25 Jan 2010 B&NES Childcare Sufficiency Report (Children's Services) for early years</p>			<table border="1"> <tr> <th colspan="3">Phasing:</th> </tr> <tr> <th>2011/12-2015/16</th> <th>2016/17-2020/21</th> <th>2021/22-2025/26</th> </tr> <tr> <td>➤ Section 106 capital until 2014</td> <td>➤ Potential for CIL capital</td> <td>➤ Potential for CIL capital</td> </tr> <tr> <td colspan="2">Relevant policy areas:</td> <td>Lead Agencies:</td> </tr> <tr> <td colspan="2">Keynsham</td> <td>Local Education Authority; Landowners/Developers</td> </tr> </table>			Phasing:			2011/12-2015/16	2016/17-2020/21	2021/22-2025/26	➤ Section 106 capital until 2014	➤ Potential for CIL capital	➤ Potential for CIL capital	Relevant policy areas:		Lead Agencies:	Keynsham		Local Education Authority; Landowners/Developers
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Relevant policy areas:		Lead Agencies:																		
Keynsham		Local Education Authority; Landowners/Developers																		

KI.17 Highways infrastructure associated with the Town Hall site		Category: Transport	Status: Key									
<p>Transport Assessment will be required taking into account cumulative impact of all allocated sites on wider network. Site currently occupied by BANES council & car park providing approximately 150 spaces. Development must mitigate loss of parking and its own parking demand.</p> <p>The initial stage of design work for offsite highway improvements associated with the Town Hall development has been completed. This involves the design of junction and highway link alterations to facilitate the delivery of:</p> <ul style="list-style-type: none"> • 1-way traffic southbound on the High Street • 2-way traffic on the Rock Road / Ashton Way / Charlton Road 'loop' • Major improvements to the public realm at the High Street / Bath Hill East / Temple Street junction (linked to KI.12) <p>There are options for providing the additional parking needed, including refurbishing the Civic Centre car park, new decking at Ashton Way car park, or Bath Hill East car park</p>												
Cost: not quantified	Funding Sources: Developer contributions	SHLAA Reference: K13a										
Risks:												
Contingencies: If re-location not secured the Fire Station is likely to remain on the present site either in existing building or via on-site re-provision as part of the associated Town Hall redevelopment.												
Evidence: SHLAA (May 2011) Keynsham regeneration project consultation: http://www.bathnes.gov.uk/environmentandplanning/majordevelopments/Pages/KeynshamRegenerationProject.aspx		<table border="1"> <tr> <th colspan="3">Phasing:</th> </tr> <tr> <th>2011/12-2015/16</th> <th>2016/17-2020/21</th> <th>2021/22-2025/26</th> </tr> <tr> <td>✓</td> <td></td> <td></td> </tr> </table>		Phasing:			2011/12-2015/16	2016/17-2020/21	2021/22-2025/26	✓		
Phasing:												
2011/12-2015/16	2016/17-2020/21	2021/22-2025/26										
✓												
		Relevant policy areas: Keynsham	Lead Agencies: Fire Authority Bath & North East Somerset Council									

Rural

RI.1 Paulton Library		Category: Social		Status: Desirable			
<p>The library at Paulton has been identified as being in need of replacement.</p> <p>A scheme designed to provide Paulton with a 'Community Living Room' is moving forward with negotiations for space at Hillcourt shopping centre is now awaiting legal completion. B&NES has been working on the project with Paulton Parish Council and local ward councillors. Under the plans, Paulton Library would move to the shopping centre, which could also house a community café and meeting area. By having the library located in the centre, the opening hours could also be extended with the use of self service. An exhibition was held at Paulton library from 14th to 28th May 2011.</p>							
Cost: not known		Funding Sources:					
		A bid likely to be submitted to the Local Strategic Partnership for funding.					
Risks:							
Contingencies:							
Evidence: Evidence gathering for the IDP (Libraries)		Phasing:					
		2011/12-2015/16		2016/17-2020/21		2021/22-2025/26	
		✓					
		Relevant policy areas:			Lead Agencies:		
Rural Areas Somerset Valley			B&NES Council B&NES LSP				

RI.2 New GP surgery at Chew Stoke		Category: Health	Status: Key
Replacement of present Chew Magna surgery with new facility at Chew Stoke on the disused Radford's site offering better access, increase in floorspace, modern facilities and scope for further expansion. Service will continue to serve more than 9,000 people who live within 10 miles of the site, including Dundry, Blagdon, Winford, Bishop Sutton, East and West Hartree and Nempnett Thrubwell.			
Cost: £3m	Funding Sources:		
Risks: Construction began May 2011			
Contingencies:			
Evidence: Practice website: http://www.chewmedicalpractice.co.uk/new_surgery.htm		Phasing:	
		2011/12-2015/16	2016/17-2020/21
		✓	
		2021/22-2025/26	
		Relevant policy areas: Rural Areas	Lead Agencies: B&NES PCT

RI.3 Farmborough village shop pedestrian link		Category: Transport	Status: Desirable	
The grocery shop in Farmborough has recently closed; this footpath would connect the village to the local food store. This would ensure that the village meets the criteria for future small scale development. The cost estimate for this is based on an estimated cost of providing a path at £100 per meter, plus an assumed legal cost, land take and telegraph pole and hedgerow relocation. The transport solution would be a kerbed footway 1.5m wide.				
Cost: around £150,000 for suggested transport solution	Funding Sources: Developer contributions from development in Farmborough	SHLAA Reference: FAR 1		
Risks: This project only has a rough cost estimate and the practicalities (e.g. land ownership, deliverability) and impact on scheme viability are still to be considered.				
Contingencies: Developer contributions to support development of a community shop (either in kind or financial) in the village of Farmborough could be an alternative solution to this issue potentially at lower cost. The Parish Plan Steering Group is currently looking into the potential for a community run shop.				
Evidence: B&NES Transportation Planning B&NES Planning Policy Team discussion with Parish Councils		Phasing:		
		2011/12-2015/16	2016/17-2020/21	2021/22-2025/26
		✓		
		Relevant policy areas: Rural Areas	Lead Agencies: Bath & North East Somerset Council Developer	

RI.4 Batheaston Primary School: New buildings		Category: Education	Status: Complete												
The £2.15 million project will replace two temporary buildings and provide a new assembly hall and two classrooms. Completed October 2011.															
Cost: £2.15m	Funding Sources: Government Primary Capital Programme														
Risks:															
Contingencies:															
Evidence: B&NES education website: http://www.bathnes.gov.uk/environmentandplanning/majordevelopments/primarycapitalprogramme/Pages/BatheastonPrimarySchool.aspx		<table border="1"> <tr> <th colspan="3">Phasing:</th> </tr> <tr> <td>2011/12-2015/16</td> <td>2016/17-2020/21</td> <td>2021/22-2025/26</td> </tr> <tr> <td>✓</td> <td></td> <td></td> </tr> <tr> <td>Relevant policy areas: Rural Areas</td> <td colspan="2">Lead Agencies: Bath & North East Somerset Council</td> </tr> </table>		Phasing:			2011/12-2015/16	2016/17-2020/21	2021/22-2025/26	✓			Relevant policy areas: Rural Areas	Lead Agencies: Bath & North East Somerset Council	
Phasing:															
2011/12-2015/16	2016/17-2020/21	2021/22-2025/26													
✓															
Relevant policy areas: Rural Areas	Lead Agencies: Bath & North East Somerset Council														

RI.5 New Village Hall at Batheaston		Category: Community Facilities	Status: Desirable															
New village Hall to replace 1950's Church Hall which is reaching the end of its useful life. Final designs have been completed for public consultation in Autumn 2011. As well as the hall itself, meeting rooms and a permanent exhibition space are being incorporated as well as a fully equipped kitchen and bar all aiming at creating maximum flexibility and usage.																		
Cost: £750,000	Funding Sources: Private funding from Batheaston New Village Hall trustees																	
Risks:																		
Contingencies:																		
Evidence: Batheaston Hall website: http://batheastonhall.org.uk/ Bath Chronicle Article: http://www.thisisbath.co.uk/Village-hall-designs-display/story-13246056-detail/story.html		<table border="1"> <tr> <th colspan="3">Phasing:</th> </tr> <tr> <th>2011/12-2015/16</th> <th>2016/17-2020/21</th> <th>2021/22-2025/26</th> </tr> <tr> <td>➤</td> <td>➤</td> <td>➤</td> </tr> <tr> <td colspan="2">Relevant policy areas:</td> <td>Lead Agencies:</td> </tr> <tr> <td colspan="2">Rural Areas</td> <td>Batheaston New Village Hall trustees</td> </tr> </table>		Phasing:			2011/12-2015/16	2016/17-2020/21	2021/22-2025/26	➤	➤	➤	Relevant policy areas:		Lead Agencies:	Rural Areas		Batheaston New Village Hall trustees
Phasing:																		
2011/12-2015/16	2016/17-2020/21	2021/22-2025/26																
➤	➤	➤																
Relevant policy areas:		Lead Agencies:																
Rural Areas		Batheaston New Village Hall trustees																

RI.6 A37 Clutton and Temple Cloud Bypass		Category: Transport		Status: Desirable			
As a Highways Authority the Council is responsible for the planning and implementation of a wide variety of transport infrastructure projects. The Council inherited a number of highway improvement schemes from Avon County Council. Those that require a substantial land allocation are listed in Policy T.17 of the B&NES Local Plan. These include the A37 Clutton and Temple Cloud Bypass.							
Cost:		Funding Sources:					
Risks:							
Contingencies:							
Evidence:		Phasing:					
		2011/12-2015/16		2016/17-2020/21		2021/22-2025/26	
		➤		➤		➤	
		Relevant policy areas:			Lead Agencies:		
Rural Areas			Highways Agency B&NES Council				

RI.7 A37 Whitchurch Bypass		Category: Transport		Status: Desirable			
As a Highways Authority the Council is responsible for the planning and implementation of a wide variety of transport infrastructure projects. The Council inherited a number of highway improvement schemes from Avon County Council. Those that require a substantial land allocation are listed in Policy T.17 of the B&NES Local Plan. These include the A37 Whitchurch Bypass.							
Cost:		Funding Sources:					
Risks:							
Contingencies:							
Evidence:		Phasing:					
		2011/12-2015/16		2016/17-2020/21		2021/22-2025/26	
		➤		➤		➤	
		Relevant policy areas:			Lead Agencies:		
Rural Areas			Highways Agency B&NES Council				

RI.8 Highways infrastructure associated with Wheelers Yard, North Road, Timsbury site		Category: Transport	Status: Key	
<p>Existing access to be relocated, provision of footways and crossing plus traffic management as part of any application. Other off site works include footway improvements to the Avenue.</p> <p>S106 required for off site works as previously agreed with Highways.</p>				
Cost: Not yet quantified.	Funding Sources: Developer contributions	SHLAA Reference: TIM 1		
Risks:				
Contingencies:				
Evidence: <ul style="list-style-type: none"> SHLAA (May 2011) 		Phasing:		
		2011/12-2015/16	2016/17-2020/21	2021/22-2025/26
		✓		
		Relevant policy areas:	Lead Agencies:	
		Rural Areas	Local Highway Authority; Developers/Landowners	

RI.9 Highways infrastructure associated with Brookside Drive, Farmborough site		Category: Transport	Status: Key									
<p>Access: The general standard of Brookside Drive is considered suitable to serve further development, but visibility at the junction with The Street is restricted. Access would need to be secured across third party land onto Brookside Drive.</p> <p>Local impact: There is a lack of pedestrian facilities on The Street and little prospect of improving pedestrian facilities due to restricted carriageway widths. The junction of The Street with the A39 is also sub-standard with any significant improvement requiring third party land. Public footpaths run across the site and would have to be incorporated within the development.</p> <p>S106: Contributions would be required to secure highway improvements to junctions and pedestrian facilities. A footway would need to be constructed to west side of Brookside Drive.</p>												
Cost: Not yet quantified.	Funding Sources: Developer contributions	SHLAA Reference: FAR 1										
Risks:												
Contingencies:												
Evidence: <ul style="list-style-type: none"> SHLAA (May 2011) 		<table border="1"> <tr> <th colspan="3">Phasing:</th> </tr> <tr> <th>2011/12-2015/16</th> <th>2016/17-2020/21</th> <th>2021/22-2025/26</th> </tr> <tr> <td>✓</td> <td></td> <td></td> </tr> </table>		Phasing:			2011/12-2015/16	2016/17-2020/21	2021/22-2025/26	✓		
Phasing:												
2011/12-2015/16	2016/17-2020/21	2021/22-2025/26										
✓												
		Relevant policy areas: Rural Areas	Lead Agencies: Local Highway Authority; Developers/Landowners									

Appendix 2: Information gathering

Summary of B&NES Infrastructure Survey

Between December 2009 and March 2010 a comprehensive survey of infrastructure providers was undertaken to inform the first detailed draft IDP. The survey questionnaire is included below.

Alongside this survey a workshop for infrastructure providers was held and stakeholders were also provided with information on demographic change and details of the Core Strategy Options paper. In a number of cases one to one meetings with the stakeholders were also held to discuss the questionnaire return.

Questionnaires were received from the following stakeholders:

- Highways Agency
- First
- Transportation, B&NES
- Western Power Distribution (South West Plc)
- National Grid
- Environment Agency
- Wessex Water
- Bristol Water
- Waste Services, B&NES
- Economic Development & Regeneration, B&NES
- Parks & Open Space, B&NES
- Strategic Housing, B&NES
- University of Bath
- Children's Services, B&NES
- Norton Radstock College
- Royal United Hospital
- B&NES Primary Care Trust
- Avon Fire & Rescue
- Avon & Somerset Constabulary
- Great Western Ambulance Service
- Culture, Leisure & Tourism, B&NES
- Sports & Active Leisure, B&NES

Infrastructure Planning: A Questionnaire to Key Stakeholders December 2009

Introduction

To create sustainable communities, providing housing and employment opportunities alone is not sufficient. There is a need to provide the necessary supporting 'infrastructure' of utility services, transport, schools, open space, community, health and leisure services to support the local population and those who visit or work in the District.

Planning for the District through the Sustainable Community Strategy, the Core Strategy and the Regeneration Delivery Plans must be supported by evidence of what physical, social and environmental infrastructure is needed to enable the necessary development to progress. At the same time existing infrastructure deficiencies need to be identified and addressed. This requires the preparation of an Infrastructure Delivery Plan (IDP). The IDP will identify what infrastructure is required, when it is needed, who is responsible for its provision and how it will be funded. It will draw on and influence the investment plans of the local authority and other organisations. It will help to co-ordinate public and private investment and provide clarity on the amount of total investment in the district. It will complement the West of England Strategic Infrastructure Planning which will address the high level sub-regional infrastructure requirements. As it develops it will support investigation into co location and efficiencies.

For information to be robust it should be built upon consistent baseline data. In order to promote consistency, attached to this questionnaire is an assessment of demographic change within the District, together with summary information on projected housing demand and employment taken from the Core Strategy Spatial Options Consultation document.

Whilst the IDP will initially be produced from existing information, it must be continually updated to ensure it is current and to address the impact of changing circumstances and new information; it is a living document. The ongoing support of key stakeholders will be essential in this.

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Project Objectives

The key objective of the IDP is:

To prepare a formal document setting out infrastructure requirements within the authority to 2026 in 5 year tranches. A schedule will be prepared which will confirm; location, project name/ description, reason for requirement, lead agency, other agencies involved, cost, phasing, sources of funding, dependencies.

The schedule will be supported by a more detailed evidence base for each project.

Project outcomes

The key outcome of the project will be the creation of a central source of knowledge on public services infrastructure based upon a common evidence base which will allow cross service understanding of future requirements. This will bring efficiencies through reduction in overlapping tasks and highlight potential for co-location.

The IDP will facilitate joint working on infrastructure through the Local Strategic Partnership (LSP). This will bring efficiencies to external organisations as well as the Council.

The IDP will also inform meetings with major landowners.

Through its monitoring and update the IDP will assist attainment of LAA targets.

It will establish an on-going corporate process to record and update capital programmes and investment in the Council

It will provide a key element of the corporate evidence data base.

It will produce an effective basis for development and service planning.

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Questionnaire

In order to create the first issue of the IDP information is needed from key stakeholders, both from within the Council and from external organisations. This needs to be collected and presented in a consistent way if information is to be understood, cross referenced and used effectively.

To assist matters the following simple questionnaire has been prepared. This is to be issued to key stakeholders and follow up meetings held shortly after issue to talk through each question and so collect information efficiently and with minimal disruption to the stakeholder's day to day activities. For the first issue of the IDP the focus is on high level information from a shortlist of key stakeholders. In later issues (anticipated to be reviewed annually) a greater depth of information will be sought to build on what has been stated previously and a wider stakeholder group will be engaged with to create a more robust evidence base.

Below is the proposed format of the IDP schedule

Location	Description	Reason	Priority	Lead agency	Other agencies	Cost	Phasing	Funding	Dependencies and risk

A launch meeting is to be held at the time of issue of the questionnaire, to expand on the benefits of the IDP, to take questions on information required and to answer any concerns. Subsequently it is proposed to bring the group together once a draft schedule has been prepared so that all can benefit from a shared understanding and comment upon information collected.

Going forward, key stakeholders will be brought together, anticipated annually, to update information and so keep the IDP a living document of real benefit to all.

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1. Service/ organisation:

2. Contact and contact details:

3. Other key contacts within organisation:
4. Date(s) of meetings:
5. Services provided:
6. Geographical areas covered:
7. Location of built assets (provision of information in cartographic/ GIS format would be of assistance.

8. Current capital programme:

Time period	Description	Reason	Funding Source	Funding secure? Y/N
0 to 5yrs				
5 to 10yrs				
Time period	Description	Reason	Funding Source	Funding secure? Y/N
10 to 15yrs				
15+ yrs				

9. What triggers your projects:

10. Are any of the projects triggered by population change? If yes, in what way?

11. Do you expect any changes to the delivery of your service in the short term?

12. Do you expect any changes to the delivery of your service in the long term?

13. What measures or standards do you use to determine the level of service provided? Are these set by yourselves or are they statutory?

14. When were your measures/ standards last reviewed?

15. Is there a deficit in the existing service you provide when assessed against your standards? Do you have evidence to demonstrate this?

16. Will these standards be applied to areas of population intensification and growth? If not, what standards will be applied?

17. Have you any views re: opportunities for the joint delivery of services with other public services or for co-location? Can you identify any specific examples/ opportunities?

18. Are there any other comments you would like to make:

Summary of November 2010 engagement with Infrastructure Providers

A stakeholder consultation on the draft Infrastructure Delivery Plan was undertaken in November 2010. This was a further opportunity for the key stakeholders to update the status of their projects and to reflect the outcomes of the October 2010 spending review. Stakeholders were asked to provide specific comments on the draft at this stage.

The stakeholders were also provided with the latest information on the Core Strategy approach to housing and employment development anticipated during the period to 2026.

Comments were received from the following stakeholders:

- Royal United Hospital, Bath (Acute Care)
- Sports & Active Leisure, B&NES (Built Sports Facilities, Playing Pitches)
- Children's Services, B&NES (including education, youth services and play services)
- Environment Team, B&NES (relating to ecology and green infrastructure)
- Environment Agency
- Avon Fire & Rescue
- National Grid
- Parks & Open Space, B&NES
- Avon & Somerset Constabulary
- Economic Development & Regeneration, B&NES
- B&NES Primary Care Trust
- Western Power Distribution (South West Plc)
- Transportation, B&NES
- Waste Services, B&NES
- Wessex Water
- Bristol Water
- Strategic Housing, B&NES

Summary of April 2011 engagement with Infrastructure Providers

Prior to submission of the Core Strategy, it was necessary to update the IDP following comments from infrastructure providers during the draft Core Strategy consultation period. At this time new information was also available on a number of infrastructure items and so a select number of infrastructure providers were asked for additional comments on the IDP.

Comments were received from the following stakeholders:

- Royal Mail
- Highways Agency
- Wessex Water
- Transportation, B&NES
- Sports & Active Leisure, B&NES (Built Sports Facilities, Playing Pitches)
- Environment Team, B&NES (relating to green infrastructure)
- Economic Development & Regeneration, B&NES
- Policy and Partnerships, B&NES

Summary of October 2011 engagement with Infrastructure Providers

During October 2011 a briefing session was held for infrastructure providers, updating them on the quantum of growth proposed in the draft Core Strategy, updated ONS population projections, the commencement of work to develop a Community Infrastructure Levy, and the current information held by the Council concerning infrastructure. The following stakeholders attended:

- Avon Fire and Rescue Service
- Avon Wildlife Trust

- Bath Spa University
- British Waterways
- Environment Agency
- First Bus
- Great Western Ambulance Service
- Highways Agency
- Homes and Communities Agency
- Mendip District Council
- Network Rail
- Royal United Hospital, Bath
- Somer Housing Group
- South Gloucestershire Council
- West of England Partnership
- Western Power Distribution
- Affordable Housing, B&NES
- Ecology, B&NES
- Education, B&NES
- Economic Development, B&NES
- Green Infrastructure, B&NES
- Environment Team, B&NES
- Green Space, B&NES
- Neighbourhood Services, B&NES
- Corporate Sustainability, B&NES
- Transportation, B&NES
- Waste Services, B&NES

Subsequent comments were received from the following stakeholders:

- British Waterways
- Great Western Ambulance
- Environment Agency
- National Grid
- Wessex Water
- Western Power Distribution
- Woodland Trust
- Affordable Housing, B&NES
- Corporate Sustainability, B&NES
- Early Years, B&NES
- Waste Services, B&NES
- Environment Team, B&NES
- Transport, B&NES