

LOCAL DEVELOPMENT FRAMEWORK

DRAFT INFRASTRUCTURE DELIVERY
PROGRAMME

FEBRUARY 2013



Bath and North East Somerset
Local Development Framework

**Bath & North East
Somerset Council**

PART ONE: INFRASTRUCTURE REQUIREMENT SUMMARY

Phasing Key:

Complete	Committed / funding mechanism in place	Not yet committed to and/or funded but reasonable prospect of future delivery	Longer term / aspiration	✓: Expected scheme completion	➤: Scheme on-going
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Category	IDP Reference	Item	Status	Estimated Cost	Phasing			Policy Area
					2011/12-2015/16	2016/17-2020/21	2021/22-2025/26	
Affordable Housing	DWI.1	Direct Public Investment in Affordable Housing	Key	£15,500,000	➤	➤	➤	District Wide
Energy	DWI.5	Power Generation & Distribution	Key	Not quantified	➤	➤	➤	District Wide
	DWI.6	Gas Supply	Key	Not quantified	➤	➤	➤	District Wide
	DWI.19	District Heating	Desirable	Not quantified	➤	➤	➤	District Wide
	DWI.28	Renewable Energy Infrastructure	Desirable	Not quantified	➤	➤	➤	District Wide
	DWI.33	Retrofitting Existing Dwellings	Desirable	Not quantified	➤	➤	➤	District Wide
	DWI.34	Infrastructure for local energy crop processing and distribution	Desirable	Not quantified	➤	➤	➤	District Wide
	DWI.41	Smart Meter Rollout	Key	Not quantified	➤	✓		District Wide
	BI.3i	New on-site primary sub station at Bath Western Riverside	Key	Not quantified			✓	Bath
	BI.3j	Decommissioning of Gas Holder at Bath Western Riverside & replacement of storage capacity	Key	£4,000,000	✓			Bath
	BI.7	Bath Centre District Heating Network	Desirable	£5,010,224	➤	➤	➤	Bath
	BI.8	Bath Riverside District Heating Network	Desirable	£5,448,996	➤	➤	➤	Bath

B&NES Infrastructure Delivery Programme February 2013

Category	IDP Reference	Item	Status	Estimated Cost	Phasing			Policy Area
					2011/12-2015/16	2016/17-2020/21	2021/22-2025/26	
	Bl.9d	Gas infrastructure at MOD Foxhill site	Key			➤	➤	Bath
	Bl.23	New on-site primary sub station at Bath University	Key	Not quantified	➤	➤	➤	Bath
	Bl.27c	Gas infrastructure at MOD Ensleigh site	Key	Not quantified		➤	➤	Bath
	Bl.28b	Gas infrastructure at MOD Warminster Road site	Key	Not quantified		✓		Bath
	Bl.40e	Renewable energy infrastructure at Weston Urban Extension	Key	Not quantified	➤	➤	➤	Bath
	Bl.41d	Renewable energy infrastructure at Odd Down Urban Extension	Key	Not quantified	➤	➤	➤	Bath
	Kl.9	Keynsham District Heating Network	Desirable	£970,181	➤	➤	➤	Keynsham
Education	DWI.3a	Early Years provision	Key	Not quantified	➤	➤	➤	District Wide
	DWI.3b	Primary Education	Key	Not quantified	➤	➤	➤	District Wide
	DWI.3c	Secondary and Sixth Form Education	Key	Not quantified	➤	➤	➤	District Wide
	DWI.20	Further Education	Desirable	Not quantified	➤	➤	➤	District Wide
	DWI.21	Higher Education	Desirable	Not quantified	➤	➤	➤	District Wide
	Bl.3a	New Primary School at Bath Western Riverside	Key	c. £5,000,000		✓		Bath
	Bl.9a	New early years facility and primary school at MOD Foxhill site	Key	c. £5,000,000		➤	➤	Bath
	Bl.14	Weston All Saints Primary School: New buildings	Complete	£3,600,000	Complete			Bath
	Bl.21	Additional Early Years, Primary & Secondary Education capacity in Bath	Key	c. £5,000,000	➤	➤	➤	Bath
	Bl.27b	New primary school at MOD Ensleigh site (and other educational requirements)	Key	c. £5,000,000	➤	➤	➤	Bath
	Bl.34	Sixth Form accommodation at St	Desirable	£2,776,000	✓			Bath

B&NES Infrastructure Delivery Programme February 2013

Category	IDP Reference	Item	Status	Estimated Cost	Phasing			Policy Area
					2011/12-2015/16	2016/17-2020/21	2021/22-2025/26	
		Gregory's Catholic College						
	BI40b	Educational Infrastructure for Weston Urban Extension	Key	c.£5,000,000	➤	➤	➤	Bath
	BI41a	Educational Infrastructure for Odd Down Urban Extension	Key	c.£5,000,000	➤	➤	➤	Bath
	MNRI.10	Midsomer Norton Primary School: New buildings	Complete	£2,300,000	Complete			Somer Valley
	MNRI.27	Additional Early Years, Primary & Secondary Education capacity in Midsomer Norton and Radstock	Key	Not quantified	➤	➤	➤	Somer Valley
	KI.7	New early years facility and primary school at Somerdale	Key	c. £5,000,000	➤	➤	➤	Keynsham
	KI.16	Additional Early Years, Primary & Secondary Education capacity in Keynsham	Key	Not quantified	➤	➤	➤	Keynsham
	KI.18	New 6 court sports hall at Wellsway School	Desirable	£2,747,000	✓			Keynsham
	KI.20a	Educational Infrastructure for East of Keynsham Urban Extension	Key	c. £5,000,000	➤	➤	➤	Keynsham
	KI.21a	Educational Infrastructure for South of Keynsham Urban Extension	Key	c. £5,000,000	➤	➤	➤	Keynsham
	RI.4	Batheaston Primary School – new buildings	Complete	£2,150,000	Complete			Rural areas
	RI.10	Additional Early Years, Primary & Secondary Education capacity in the Rural Areas	Key	Not quantified	➤	➤	➤	Rural areas
	RI.14a	Educational Infrastructure for Whitchurch Urban Extension	Key	c. £5,000,000	➤	➤	➤	Rural areas
Health	DWI.4	Acute Care	Key	£38,752,000	➤	✓		District Wide
	BI.3b	New GP surgery at Bath Western Riverside	Key	£1,500,000		✓		Bath

B&NES Infrastructure Delivery Programme February 2013

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					2011/12-2015/16	2016/17-2020/21	2021/22-2025/26	
	BI.9f	New Primary Care Facility at MOD Foxhill site	Key	£1,500,000		➤	➤	Bath
	RI.2	New GP surgery at Chew Stoke	Complete	£3,000,000	Complete			Rural areas
	RI.11	Redevelopment of Paulton Hospital	Desirable	£8,000,000	➤	➤	➤	Rural areas
Minerals & Waste	DWI.2a	Residual and other waste treatment facilities	Key	Not quantified	➤	➤	➤	District Wide
	DWI.2b	Council/Public Waste & Recycling Facilities	Key	Not quantified	➤	➤	➤	District Wide
	BI.3h	Relocation of Midland Road civic waste facility	Key	£4,600,000	➤	✓		Bath
	BI.13	Former Fuller's Earth Works Residual Waste Treatment Site	Desirable	Not quantified	➤	➤	➤	Bath
	KI.15	Broadmead Lane Residual Waste Management Site	Desirable	Not quantified	➤	➤	➤	Keynsham
	KI.19	Relocation of waste transfer station to Pixash Lane	Key	£7,200,000	➤	✓		Keynsham
Water & Drainage	DWI.7	District Wide Water Supply	Key	Not quantified	➤	➤	➤	District Wide
	DWI.8	Waste Water	Key	Not quantified	➤	➤	➤	District Wide
	DWI.39	Flood Risk and Drainage	Key	Not quantified	➤	➤	➤	District Wide
	BI.2	Improvements to Flood Defences of Bath City Centre and Riverside Corridor	Key	Not quantified	➤	✓		Bath
	BI.3c	Floodplain storage compensation works at Bath Western Riverside	Key	Not quantified	➤	➤	➤	Bath
	BI.9e	Water infrastructure at MOD Foxhill site	Key	Not quantified		➤	➤	Bath
	BI.40a	Weston Catchment Flood Alleviation Scheme	Desirable	£1,900,000	➤	✓		Bath
	MNRI.9	Improvement to off site sewerage & to Radstock Sewage treatment	Desirable	c.£1,000,000	➤	➤	➤	Somer Valley

B&NES Infrastructure Delivery Programme February 2013

Category	IDP Reference	Item	Status	Estimated Cost	Phasing			Policy Area
					2011/12-2015/16	2016/17-2020/21	2021/22-2025/26	
		works						
	MNRI.30	Coombend Culvert and Stream Improvements	Desirable	£2,100,000	✓			Somer Valley
	KI.2	Flood Protection Measures for Somerdale site	Key	Not quantified	➤	➤	➤	Keynsham
	KI.3	Improvements to Sewerage Capacity at Keynsham	Key	Not quantified	➤	➤	➤	Keynsham
	KI.20d	Water Drainage at East of Keynsham Urban Extension	Key	Not quantified	➤	➤	➤	Keynsham
	KI.20e	Sewage infrastructure requirements at East of Keynsham Urban Extension	Key	Not quantified	➤	➤	➤	Keynsham
	KI.21d	Pluvial/Surface Water Flood mitigation at South of Keynsham Urban Extension	Key	Not quantified	➤	➤	➤	Keynsham
	KI.21e	Sewage infrastructure requirements at South of Keynsham Urban Extension	Key	Not quantified	➤	➤	➤	Keynsham
Green Infrastructure	DWI.9	Playing Pitches	Key	Not quantified	➤	➤	➤	District Wide
	DWI.10	Green Space (Formal, Natural & Allotments)	Key	Not quantified	➤	➤	➤	District Wide
	DWI.11	Children's Play areas	Key	Not quantified	➤	➤	➤	District Wide
	DWI.12	Strategic Green Infrastructure	Desirable	Not quantified	➤	➤	➤	District Wide
	DWI.35	Infrastructure for local food growing, distribution and processing	Desirable	Not quantified	➤	➤	➤	District Wide
	DWI.36	Kennet & Avon Canal Infrastructure	Desirable	Not quantified	➤	➤	➤	District Wide
	BI.3g	New riverside park at Bath Western Riverside	Key	Not quantified	➤	➤	➤	Bath
	BI.6a	Riverside enhancements as part of GDS.1/B16 Hilton Hotel / Podium /	Desirable	Not quantified	➤	➤	➤	Bath

B&NES Infrastructure Delivery Programme February 2013

Category	IDP Reference	Item	Status	Estimated Cost	Phasing			Policy Area
					2011/12-2015/16	2016/17-2020/21	2021/22-2025/26	
		Cattlemarket site						
	Bl.9c	Green Infrastructure associated with MOD Foxhill site	Key	Not quantified		➤	➤	Bath
	Bl.17	Replacement of allotments at Southbourne Gardens, Fairfield Park	Desirable	Not quantified	➤	➤	➤	Bath
	Bl.27d	Green infrastructure at MOD Ensleigh site (including ecology)	Key	Not quantified		➤	✓	Bath
	Bl.27e	Replacement of sports pitches at MOD Ensleigh site	Key	Not quantified		➤	✓	Bath
	Bl.33	Walcot Riverside Walk	Desirable	Not quantified	➤	➤	➤	Bath
	Bl.40d	Green infrastructure at Weston Urban Extension (including ecology)	Key	Not quantified	➤	➤	➤	Bath
	Bl.41c	Green infrastructure at Odd Down Urban Extension (including ecology)	Key	Not quantified	➤	➤	➤	Bath
	MNRI.6	Midsomer Norton Town Park	Desirable	Not quantified	➤	➤	➤	Somer Valley
	KI.4	Enhance Keynsham Hams as a Wetland Habitat	Key	Not quantified	➤	➤	➤	Keynsham
	KI.8a	Green Infrastructure route along River Chew and River Avon corridor	Desirable	Not quantified	➤	➤	➤	Keynsham
	KI.8b	Improvements to the Memorial Park	Desirable	Not quantified	➤	➤	➤	Keynsham
	KI.20c	Green infrastructure at East of Keynsham Urban Extension (including ecology)	Key	Not quantified	➤	➤	➤	Keynsham
	KI.21c	Green infrastructure at South of Keynsham Urban Extension (including ecology)	Key	Not quantified	➤	➤	➤	Keynsham
	RI.14b	Green infrastructure at Whitchurch Urban Extension (including ecology)	Key	Not quantified	➤	➤	➤	Rural areas
Transport	DWI.13 & MNRI.2	Greater Bristol Bus Network Improvements	Complete	£78,800,000	Complete			District Wide
	DWI.15	Two Tunnels Greenway	Desirable	£1,900,000	✓			District Wide

B&NES Infrastructure Delivery Programme February 2013

Category	IDP Reference	Item	Status	Estimated Cost	Phasing			Policy Area
					2011/12-2015/16	2016/17-2020/21	2021/22-2025/26	
	DWI.26	Great Western Mainline Electrification & Intercity Express Programme	Key	National cost £5.2 billion	➤	✓		District Wide
	DWI.27	Smarter Choices Interventions	Desirable	Not quantified	➤	➤	➤	District Wide
	DWI.29	ITSO Smart Ticketing for all local bus services	Desirable	Total cost £9,410,000	✓			District Wide
	DWI.30	WEST LSTF Large Project Initial Proposals	Desirable	£3,100,000	✓			District Wide
	DWI.37	Signal improvements at Bath Spa & Bristol area	Desirable	Not quantified	✓			District Wide
	DWI.38a	Greater Bristol Metro Rail Project Phase 1: Bath Spa to Severn Beach hourly service including new turnback facility at Bathampton	Desirable	£2,760,000	➤	✓		District Wide
	DWI.38b	Greater Bristol Metro Rail Project New Stations Package: new station at Saltford	Desirable	£5,500,000		➤	✓	District Wide
	Bl.1	Bath Transport Package	Key	£26.898,000	✓			Bath
	Bl.3d	New vehicular bridge across the River Avon	Key	£3,800,000		✓		Bath
	Bl.3e	New pedestrian bridge across the River Avon at Western Riverside	Desirable	£1,500,000			✓	Bath
	Bl.3k	Windsor Bridge Road Improvements	Desirable	Not quantified	✓			Bath
	Bl.3l	Re-routing Pinesway gyratory	Desirable	Not quantified	➤	➤	➤	Bath
	Bl.3m	Victoria Bridge reopening	Desirable	£2,500,000	✓			Bath
	Bl.4	Capital improvements to Bath Spa Train Station	Desirable	£10,000,000	✓			Bath
	Bl.5	Bath Parking Strategy	Key	Not quantified	➤	➤	➤	Bath
	Bl.9b	Highways infrastructure associated with MOD Foxhill site	Key	Not quantified		➤	➤	Bath
	Bl.10c	Relocation of Manvers Street car	Key	Not quantified		➤		Bath

B&NES Infrastructure Delivery Programme February 2013

Category	IDP Reference	Item	Status	Estimated Cost	Phasing			Policy Area
					2011/12-2015/16	2016/17-2020/21	2021/22-2025/26	
		park						
	Bl.11 & MNRI.8	West of England Key Commuter Routes LSTF Key Component Bid	Desirable	£750,000	✓			Bath & Somer Valley
	Bl.15	Rossiter Road Transport Scheme	Desirable	£1,800,000	✓			Bath
	Bl.16	A36 bus lane	Desirable	£2,200,000	➤	➤	➤	Bath
	Bl.18	Highway works associated with Somerset Place	Key	Not quantified	✓			Bath
	Bl.19	Highway works associated with Bath Press site	Key	Not quantified	✓			Bath
	Bl.24	Highway works associated with Alexander House, Norfolk Place site	Key	Not quantified		✓		Bath
	Bl.25	Highway works associated with Lower Bristol Road, Eastern Part site	Key	Not quantified			✓	Bath
	Bl.26	Highway works associated with Lower Bristol Road, Unigate Dairy site	Key	Not quantified			✓	Bath
	Bl.27	Highway works associated with MOD Ensleigh site	Key	Not quantified		➤	✓	Bath
	Bl.28a	Highway works associated with MOD Warminster Road site	Key	Not quantified		✓		Bath
	Bl.29	Highway works associated with The Harvester, Gloucester Road site	Key	Not quantified	✓			Bath
	Bl.30a	New pedestrian bridge across the River Avon at Bath Quays	Desirable	£2,500,000	✓			Bath
	Bl.30b	Relocation of Bath Quays Coach Park	Desirable	£750,000	✓			Bath
	Bl.30c	Re-routing Green Park Road	Desirable	£3,800,000	➤	✓		Bath
	Bl.30d	Avon Street Multi-Storey Car Park replacement	Desirable	£8,750,000	➤	✓		Bath
	Bl.31	Highway works associated with the Nursery Building, Powlett Court site	Key	Not quantified		✓		Bath

B&NES Infrastructure Delivery Programme February 2013

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					2011/12-2015/16	2016/17-2020/21	2021/22-2025/26	
	BI.35	Bus/Cycle/Pedestrian link Locksbrook Road to Windsor Bridge Road	Desirable	£200,000		✓		Bath
	BI.36	East of Bath Park and Ride	Desirable	£10,000,000		➤	➤	Bath
	BI.38	A36/A46 Link	Desirable	£65,000,000	➤	➤	➤	Bath
	BI.39	Post Bath Package expansion of Newbridge, Odd Down and Lansdown Park & Ride sites	Desirable	£6,500,000		➤	➤	Bath
	BI.40c	Transport Infrastructure for Weston Urban Extension	Key	Not quantified	➤	➤	➤	Bath
	BI.41b	Highway works associated with Odd Down Urban Extension	Key	Not quantified	➤	➤	➤	Bath
	MNRI.4	Midsomer Norton Transport network improvements	Desirable	Not quantified	➤	➤	➤	Somer Valley
	MNRI.5	Radstock Transport network improvements	Desirable	£1,200,000	✓			Somer Valley
	MNRI.7	Five Arches Greenway Scheme	Complete	Not quantified	Complete			Somer Valley
	MNRI.11	Highways infrastructure associated with Hazel Terrace site	Key	Not quantified	✓			Somer Valley
	MNRI.12	Highways infrastructure associated with Radstock County Infants School site	Key	Not quantified	✓			Somer Valley
	MNRI.13	Highways infrastructure associated with Old Pit Yard, Clandown site	Key	Not quantified	✓			Somer Valley
	MNRI.14	Highways infrastructure associated with St Peters Factory, Jewsons site	Key	Not quantified	✓			Somer Valley
	MNRI.15	Highways infrastructure associated with Welton Bibby Baron site	Key	Not quantified		✓		Somer Valley
	MNRI.16	Highways infrastructure associated with Martins Block site	Key	Not quantified		✓		Somer Valley
	MNRI.17	Highways infrastructure associated	Key	Not quantified		✓		Somer Valley

B&NES Infrastructure Delivery Programme February 2013

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					2011/12-2015/16	2016/17-2020/21	2021/22-2025/26	
		with South Road Car Park site						
	MNRI.18	Highways infrastructure associated with Alcan site	Key	Not quantified		✓		Somer Valley
	MNRI.19	Highways infrastructure associated with Charltons, Frome Road site	Key	Not quantified		✓		Somer Valley
	MNRI.20	Highways infrastructure associated with Old bakery, Waterloo Road site	Key	Not quantified		✓		Somer Valley
	MNRI.21	Highways infrastructure associated with Library / Youth Club / Church Street Youth Club site	Key	Not quantified		✓		Somer Valley
	MNRI.22	Highways infrastructure associated with Coomb End North site	Key	Not quantified	➤	✓		Somer Valley
	MNRI.23	Highways infrastructure associated with Clandown Scrap Yard site	Key	Not quantified	✓			Somer Valley
	MNRI.24	Highways infrastructure associated with Paulton Builders Merchants site	Key	Not quantified	✓			Somer Valley
	MNRI.25	Highways infrastructure associated with Paulton Printing Factory site	Key	Not quantified	➤	✓		Somer Valley
	MNRI.26	Highways infrastructure associated with Wellow Lane site	Key	Not quantified	✓			Somer Valley
	KI.5	Highways Infrastructure associated with Somerdale site	Key	Not quantified	✓			Keynsham
	KI.6a	Improvements to Keynsham Railway Station	Desirable	Not quantified	➤	➤	➤	Keynsham
	KI.6b	New ramp at Keynsham Railway Station	Desirable	£415,000	✓			Keynsham
	KI.11	Pedestrian/ Cycle Bridge over the A4 at Keynsham	Desirable	Not quantified	➤	➤	➤	Keynsham
	KI.13	Improved Cycle Links (Keynsham Greenways)	Desirable	Not quantified	➤	➤	➤	Keynsham
	KI.17	Highways infrastructure associated	Key	Not quantified	✓			Keynsham

B&NES Infrastructure Delivery Programme February 2013

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					2011/12-2015/16	2016/17-2020/21	2021/22-2025/26	
		with the Town Hall site						
	KI.20b	Transport Infrastructure for East of Keynsham Urban Extension	Key	Not quantified	➤	➤	➤	Keynsham
	RI.3	Farmborough village shop pedestrian link	Desirable	£150,000	✓			Rural areas
	RI.6	A37 Clutton and Temple Cloud Bypass	Desirable	Not quantified	➤	➤	➤	Rural areas
	RI.7	A37 Whitchurch Bypass	Desirable	£20,000,000	➤	➤	➤	Rural areas
	RI.8	Highways infrastructure associated with Wheelers Yard, North Road, Timsbury site	Key	Not quantified	✓			Rural areas
	RI.9	Highways infrastructure associated with Brookside Drive, Farmborough site	Key	Not quantified	✓			Rural areas
	RI.12	Step free access to Freshford Station	Desirable	Not quantified	➤	➤	➤	Rural areas
	RI.13	A4 Saltford Bypass	Desirable	£19,500,000	➤	➤	➤	Rural areas
	RI.14c	Transport Infrastructure for Whitchurch Urban Extension	Key	Not quantified	➤	➤	➤	Rural areas
Leisure	DWI.16	Leisure & Culture	Key	Not quantified	➤	➤	➤	District Wide
	DWI.17	Built Sports Facilities	Key	Not quantified	➤	➤	➤	District Wide
	Bl.12a	Redevelopment of Bath Recreation ground	Desirable	Not quantified	✓			Bath
	Bl.12b	Bath Recreation ground river bridge	Desirable	£1,500,000	➤	✓		Bath
Public Realm	DWI.18	Public Realm & Movement Programme	Desirable	Not quantified	➤	➤	➤	District Wide
	Bl.3f	Enhanced pedestrian facilities, new paths and cycleways at Bath Western Riverside	Key	Not quantified	➤	➤	➤	Bath
	Bl.10b	Provision of a significant new public space at Manvers Street	Desirable	Not quantified		✓		Bath
	Bl.37	Orange Grove Public Realm	Desirable	£2,000,000	➤	➤	➤	Bath

B&NES Infrastructure Delivery Programme February 2013

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					2011/12-2015/16	2016/17-2020/21	2021/22-2025/26	
		Improvements						
	MNRI.28	Midsomer Norton High Street Public Realm Improvements	Desirable	£2,000,000	➤	➤	➤	Somer Valley
	KI.12	Town Centre and Somerdale Public Realm Improvements	Desirable	Not quantified	➤	➤	➤	Keynsham
Community Facilities	DWI.22	Youth Services	Key	Not quantified	➤	➤	➤	District Wide
	DWI.23	Police	Desirable	Not quantified	✓			District Wide
	DWI.24	Fire	Desirable	Not quantified	➤	➤	➤	District Wide
	DWI.31	Broadband Improvements	Desirable	£ 2,724,000	➤	✓		District Wide
	DWI.32	Public Toilet Provision	Desirable	Not quantified	➤	➤	➤	District Wide
	DWI.40	Community Libraries and 'Library Links'	Desirable	Not quantified	➤	➤	➤	District Wide
	BI.10a	Re-provision of the Royal Mail Bath Delivery Office	Key	£4,700,000		✓		Bath
	BI.10d	Relocation of Manvers Street Police Station	Desirable	£3,000,000	✓			Bath
	BI.22	Relocation of Bath Ambulance Station	Desirable	Not quantified	➤	➤	➤	Bath
	BI.32	Community Facility associated with the Former St. Marys School site	Desirable	Not quantified		✓		Bath
	MNRI.29	Community Facility at Victoria Hall, Radstock	Desirable	£250,000	➤	➤	➤	Somer Valley
	KI.10a	New library and Council one-stop shop	Desirable	Not quantified	✓			Keynsham
	KI.10b	Re-provision of Fry Club	Desirable	Not quantified	✓			Keynsham
	KI.10c	New community facility	Desirable	Not quantified	✓			Keynsham
	KI.14	Relocation of the Fire Station	Desirable	Not quantified	➤	➤	➤	Keynsham
	RI.1	New library in Paulton	Desirable	£300,000	✓			Rural areas
	RI.5	New Village Hall at Batheaston	Desirable	£750,000	➤	➤	➤	Rural areas

PART TWO: MAIN REPORT

Introduction

2.1 Infrastructure in the UK is a network of networks which form the backbone of the economy. These interdependent networks are well-developed, sophisticated and have evolved over several centuries. Investing in infrastructure is important for economic growth and can have a positive effect on economic activity through a range of different channels:

- Unlocking additional investment that relies on the new facilities in order to be viable;
- Increasing output per hour;
- Increasing the number of effective hours worked each year;
- Increasing the employment rate;
- Increasing aggregate demand through the construction phase of projects; and
- Attracting international investment

2.2 Infrastructure is also intrinsically linked to new development. New businesses and the expansion of communities require new connections to utility and communications networks, which can place extra demands on strategic and local transport services and have implications for environmental risks and conditions. Local Authorities need confidence that new housing will be supported by infrastructure and infrastructure providers need confidence in the certainty of new housing delivery before making investment decisions.

2.3 Following the Kate Barker Review of Housing, the previous government revised Planning Policy Statement 12 to emphasise the importance of integrating the timely delivery of infrastructure into the development plan process. The coalition government continued with this approach in the National Planning Policy

Framework (NPPF). The NPPF states that Local Authorities should work with other authorities and providers to:

- Assess the quality and capacity of infrastructure for transport, water supply, wastewater and its treatment, energy (including heat), telecommunications, utilities, waste, health, social care, education, flood risk and coastal change management, and its ability to meet forecast demands; and
- Take account of the need for strategic infrastructure including nationally significant infrastructure within their areas.

2.4 Infrastructure Delivery Plans are therefore required as an evidence base to support the Core Strategy and subsequent Planning Obligations Supplementary Planning Documents/Community Infrastructure Levy. A robust evidence base will depend on the periodic updating of costs and reappraisal of financing options as infrastructure programmes and individual projects progress. This will require collaborative working with private sector bodies, utility and infrastructure providers as responsibility for infrastructure is fragmented across a wide range of public agencies, private sector bodies and tiers of government who perform regulatory as well as delivery responsibilities. Local Planning Authorities are, therefore, one of many stakeholders in the process. However, with the continuation of the government's localism agenda, Local Authorities are well placed to be the 'ring-master' in coordinating the overall infrastructure planning agenda.

2.5 Good infrastructure planning considers the infrastructure required to support development, costs, sources of funding, timescales for delivery and gaps in funding. This allows for the identified infrastructure to be prioritised in discussions with key local partners. The infrastructure planning process should identify, as far as possible:

- Infrastructure needs and costs
- Phasing of development
- Funding sources
- Responsibility for delivery

- 2.6 Infrastructure Delivery: Spatial Plans in Practice (CLG, 2008¹) recommends that **Local Authorities produce an 'infrastructure programme' which should be treated as a living document to be amended as and when required to keep it up to date.**
- 2.7 Much social and community infrastructure is specific to a local planning authority area, reflecting local service priorities and catchments. However, many critical service infrastructures like transport, energy and water supply are delivered through wide area networks that extend well beyond the boundaries of any single local planning authority. In these instances, infrastructure investment 'plugs in' new development to the benefits of the wider networks that include national road travel, distant power stations and water treatment plants. The nature of these networks has led to the government creating a new pathway through the planning system for Nationally Significant Infrastructure Projects via the Planning Inspectorate.
- 2.8 The functionality of infrastructure networks will mean that geographic relationships will change according to the type of service being provided. Consequently, planning for flood defences within a river catchment area or coastal area would ideally require different boundaries compared to the travel to work boundaries serviced by a transport network. It is not possible to define an infrastructure planning boundary that suits all infrastructure types, however, inviting organisations with wider geographical remits to participate in the infrastructure planning process will help to ensure that broader issues are identified and addressed. Within the spatial planning field, the least-well understood infrastructure sectors are the utilities; namely water and sewerage; and electricity and gas. These industries are relatively complex in statutory make-up, spatial remit and their respective regulatory frameworks. Understanding the structure of the industry, the nature of the forecasting activities of these companies and the information they prepare as a matter of course provides the basis for further engagement.
- 2.9 Financial resources will rarely meet all the identified needs for infrastructure and there will inevitably be a requirement to phase and prioritise projects across an area.
- 2.10 **At this stage in the process projects are being prioritised within the Infrastructure Delivery Programme rather than being formally appraised for funding approval so judgements may be subject to change when more detail becomes available.** The Infrastructure Delivery Plan will need to be managed and monitored carefully on a regular basis to ensure that the plan is up to date, critical milestones are reached and key infrastructure is in place at the appropriate time to enable sustainable development.
- 2.11 Infrastructure contributions should be a known quantity so that developers may include these within appraisals to form the basis for negotiations with landowners. There is an onus upon LPAs to establish robust, costed lists of infrastructure and associated planning obligations policy, in order that the costs of strategic infrastructure items are accounted for in land markets.
- 2.12 Proposals for the establishment of CIL aim to reduce the costs and increase certainty in the negotiation of planning obligations. CIL will also allow for more equitable application of infrastructure costs across small and large developments. By providing for the pooling of funds, the levy will also assist by

¹

http://www.healthyurbandevelopment.nhs.uk/documents/key_documents/Infrastructure_Delivery.pdf

breaking the current planning obligation regime's requirement for a direct link between a contribution and a particular development; although it will need to be underpinned by a robust, costed list of strategic infrastructure projects that are needed to support development.

- 2.13 The term "key" infrastructure has been applied to the classification of infrastructure need and, typically, concerns infrastructure essential to delivering the basic requirements for living. "Key" infrastructure usually concerns potable water; energy; waste; waste water and transport. The term is not used to devalue the other forms of infrastructure but mainly to express an understanding of basic requirements without which no development can function.

National

- 2.14 The **National Infrastructure Plan**² (NIP) sets out a strategy for meeting the infrastructure needs of the UK economy. It brings together a comprehensive cross-sectoral analysis of the UK's infrastructure networks and sets out a clear pipeline of over 500 infrastructure projects worth over £250 billion. The Government committed at the 2010 spending review to prioritise public capital investment towards infrastructure that supports growth. The 2011 Autumn Statement announced additional investment. The Government is taking an active role in ensuring the infrastructure in the Plan is delivered efficiently and on time, with priority given to those projects most critical for economic growth. The Government is also taking forward the recommendations of the **Infrastructure Cost Review**³ which

found opportunities to realise savings of £20 to £30 billion over the next decade.

- 2.15 The NIP includes detailed commitments in the following areas:
- Improving the performance, capacity, connectivity and environmental impacts of the UK's transport networks including maintaining the status of the UK as an international hub for aviation;
 - Achieving a secure, diverse and reliable energy supply for the UK while reducing the carbon intensity of electricity generation at least cost to consumers;
 - Increasing superfast broadband and mobile coverage, and ensuring adequate spectrum availability to support a thriving communications industry;
 - Maintaining the security and performance of the water and sewerage system while reducing its environmental impacts;
 - Mitigating the impacts of flooding and coastal erosion as part of a well-managed, coordinated and affordable risk management system; and
 - Reducing waste sent to landfill, increasing recycling rates and moving towards a zero-waste economy.
- 2.16 Almost two thirds of the expected investment between 2011 and 2015 will be privately funded and the remainder either partially or fully publicly funded. Actions on facilitating this private investment complement existing government commitments on reforming the **Private Finance Initiative**⁴ (considering new models for using the private sector in the delivery of public assets) and establishing the **Green Investment Bank**⁵ (which will receive £3 billion over the next three years to support investment in green infrastructure). The Government is also increasing public investment in infrastructure.

² http://www.hm-treasury.gov.uk/national_infrastructure_plan2011.htm (HM Treasury/Infrastructure UK 2011)

³ http://www.hm-treasury.gov.uk/iuk_cost_review_index.htm

⁴ http://www.hm-treasury.gov.uk/iuk_pfi_reform_call_for_evidence.htm

⁵ <http://www.bis.gov.uk/greeninvestmentbank>

2.17 40 infrastructure projects and programmes have been identified that are of national significance and critical for growth. Nationally significant schemes that are relevant to B&NES include:

- The Great Western Electrification and Intercity Express Programme
- Bath Package (As part of the DfT development pool of Local Authority Major Transport schemes)
- Local infrastructure funding programmes including the Growing Places Fund and the Regional Growth Fund
- Fixed broadband investment
- Smart Meter rollout
- 4G mobile auction and rollout & rural mobile coverage

2.18 On 1st April 2012, under the Localism Act 2011, the **Planning Inspectorate** became the agency responsible for operating the planning process for Nationally Significant Infrastructure Projects (NSIPs). NSIPs require 'development consent' under the Planning Act 2008. The Act sets out thresholds above which certain types of infrastructure development are considered to be nationally significant and require development consent. The Planning Inspectorate examines applications for development consent from the energy, transport, waste, waste water and water sectors.

2.19 There are 12 designated or proposed **National Policy Statements**⁶ that set out Government policy on different types of national infrastructure development, which are:

- Overarching energy
- Renewable energy
- Fossil Fuels
- Oil and Gas Supply and Storage

⁶ <http://infrastructure.planningportal.gov.uk/legislation-and-advice/national-policy-statements/>

- Electricity Networks
- Nuclear Power
- Ports
- Transport Networks (including rail and roads)
- Aviation
- Water Supply
- Hazardous Waste
- Waste Water Treatment

2.20 Under the **UK Guarantees** initiative, the government will underwrite privately-funded projects identified in the National Infrastructure Plan that are struggling to secure finance from banks. The **Infrastructure (Financial Assistance) Bill**⁷ gives statutory backing to the UK Guarantees programme.

Local

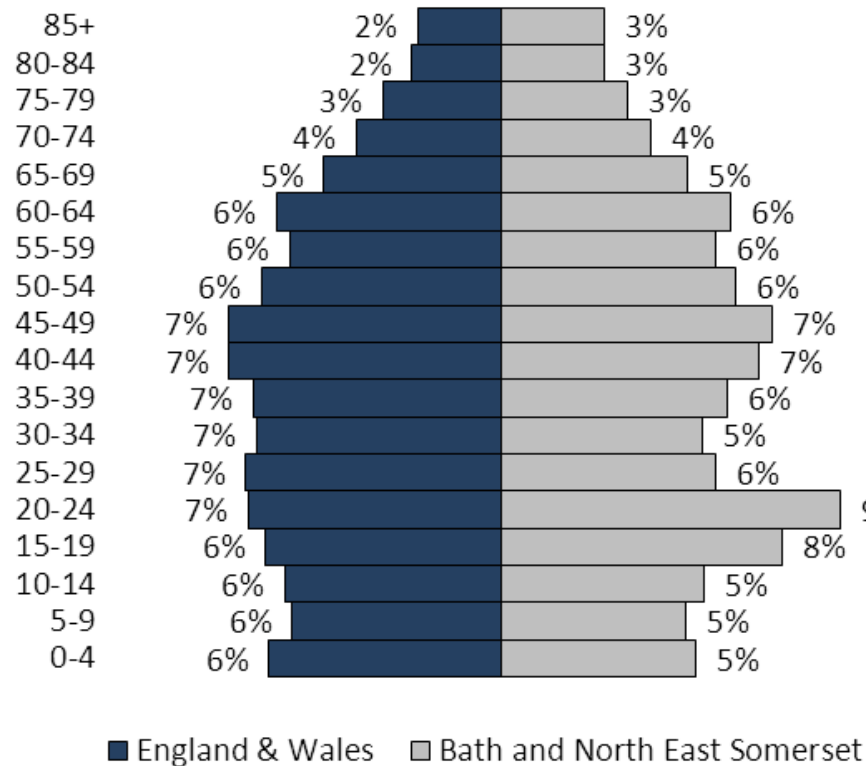
2.21 There were 176,000 people estimated to be living in B&NES on the night of the Census (27th March 2011), an increase of 8% since 1981 (14,500 people) and 4% (6,800 people) since the last census in 2001.

2.22 The population structure continues to reflect the notable proportion of residents in the 15-19 and 20-24 age ranges, which represent 17% of the population, compared to 13% in England and Wales. Since the 2001 census, the greatest increases have been observed in the 15-24 populations, aligned with an increase in university intake. These age ranges have increased by 27% (6,300), which could account for 93% of the population increase.

⁷ <http://www.publications.parliament.uk/pa/bills/cbill/2012-2013/0066/en/2013066en.pdf>

2.23 In addition there have been features of an aging population, with increases in the 40-49, 60-69 and 80+ age ranges matched by a reduction in the 30-39 age ranges. There has been a 23% increase the most elderly age range (85+) since 2001 (900).

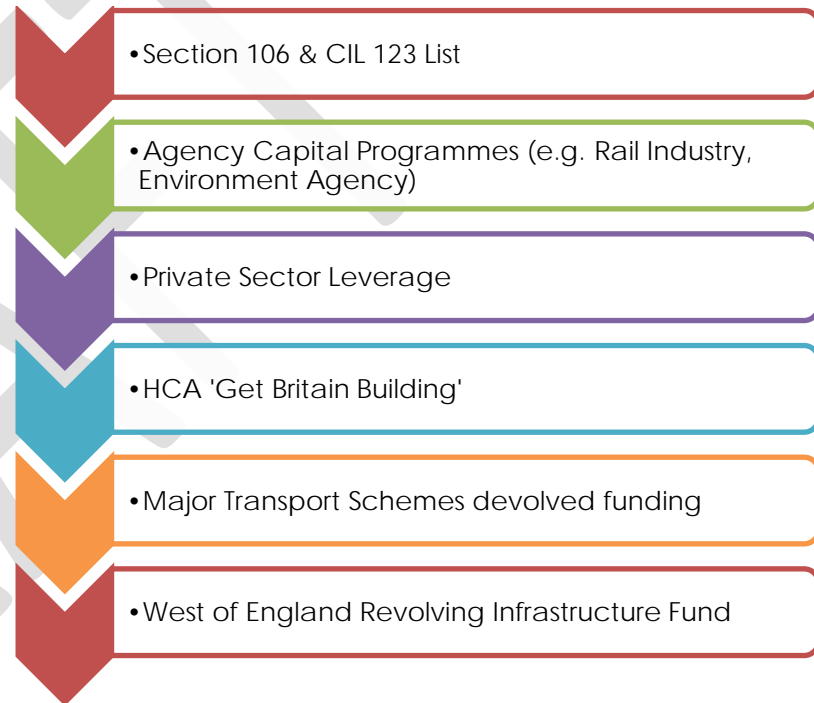
Figure 1: comparative population distribution (Census 2011)



2.24 An underlying principle in the preparation of the Core Strategy has been the need for new development to be well aligned with the necessary infrastructure required to support sustainable

growth. The approach is to ensure that investment in infrastructure is secured. Delivery will be assisted through a range of funding mechanisms from the Council, the West of England LEP, the Government and the private sector.

Figure 2: potential funding streams



2.25 The West of England **Revolving Infrastructure Fund** (RIF) is worth £56.7m and is made up of two elements; £16.9m from the **Growing Places Fund** and £39.8m from the **Regional Growth Fund** (RGF). The Fund enables the delivery of infrastructure required to unlock or serve development that will bring about economic and/or housing growth. By providing the key infrastructure upfront, planning risk is reduced, as are up-front

planning obligations costs, enabling development to come forward quicker than it would ordinarily do. New developments will also have a reduced impact on existing communities, as new infrastructure required to serve them will be in place prior to completion of large scale development.

2.26 The RIF is a revolving fund in that all funding that it releases should be repaid to it. It can be utilised in a number of ways:

- As forward funding for planning obligations or Community Infrastructure Levy (CIL)
- As grant that is repaid through business rate growth retention
- As grant that is repaid from any other appropriate source
- Loan funding through development value uplift, profit or rental income

2.27 As a revolving fund, it can programme in schemes for future funding as sums are repaid to it. As such, the RIF should be available for at least the next two decades to support growth across the West of England. The LEP are required to secure formal draw down of the initial round of RIF funding by 2016 and have indicated that submitted proposals should:

- Be included in the Authorities published Infrastructure Delivery Plan
- Enable Significant development potential
- Have a clear delivery strategy and programme
- Have a robust repayment mechanism

2.28 The LEP gave provisional approval in November 2012 for the Council to receive £13m of RIF funding to unlock key development sites in the **Bath Enterprise Area**. These schemes are:

- Bath Western Riverside: Windsor Gas Holder removal (Bl.3j)

- Bath Strategic Flood Scheme (Bl.2)
- Bath Riverside: Destructor Bridge and Bath Quays Bridge (Bl.3d and Bl.30a)

2.29 The **Bristol City Region Deal**⁸ was announced on 5th July 2012. As part of the Deal, the West of England Authorities will be allowed to keep 100% of the growth in business rates raised in the city region's network of Enterprise Areas, over a 25 year period. The income will be used to create an **Economic Development Fund** for the West of England worth £1 billion over 25 years. The Deal also includes a **Transport Devolution Agreement** which will devolve necessary powers alongside investment in major transport schemes. In terms of the amount of funding, authorities are advised by DfT to work on the assumption of £1.1 billion being made available nationally for the next 4 year CSR period. This equates to some £28m for the West of England.

2.30 Schemes proposed to form the Priority Programme for Devolved Major Schemes Funding under the City Deal include:

- Greater Bristol Metro Phase 1 (DWI.38a)
- Cycling Major Scheme

2.31 The next highest scoring schemes include:

- East of Bath Park & Ride (Bl.36)

2.32 Other shortlisted schemes that were identified as affordable and deliverable include:

- New Rail Stations Package (DWI.38b)
- Post Bath Package increase in Park and Ride capacity (Bl.39)
- Whitchurch bypass (RI.7)

⁸ http://www.dpm.cabinetoffice.gov.uk/sites/default/files_dpm/resources/Bristol-and-West-of-England-City-Deal-FINAL.pdf

2.33 The Core Strategy proposes a number of large development sites which have multiple infrastructure requirements. These have specific references in the Infrastructure Delivery Programme. They are:

- Bath Western Riverside/River corridor (BI.3)
- MOD Foxhill (BI.9)
- MOD Ensleigh (BI.27)
- MOD Warminster Road (BI.28)
- Weston Urban Extension (BI.40)
- Odd Down Urban Extension (BI.41)
- East of Keynsham Urban Extension (KI.20)
- South of Keynsham Urban Extension (KI.21)
- Whitchurch Urban Extension (RI.14)

DRAFT

PART THREE: INFRASTRUCTURE REQUIREMENT BY CATEGORY

Affordable Housing
Energy
Education
Health
Minerals & Waste
Water & Drainage
Transport
Green Infrastructure
Public Realm
Leisure
Community Facilities

DRAFT

AFFORDABLE HOUSING

NATIONAL

- 3.1 The October 2010 Spending Review announced a reduction in the Government's National Affordable Housing Programme for 2011-15 for the development of new social housing to £4.5 billion (down from £8.4 billion over the period of the previous Spending Review). The majority of the new programme (renamed the **Affordable Homes Programme**) will be made available through **Affordable Rented tenancies**⁹ (ART) provided by Housing Associations (Registered Providers) who offer property at 80% of market rent but will generate higher revenue to fund future capital investment into affordable housing. Essentially, this model envisages the replacement of the current capital grant supply subsidy for social housing with a revenue subsidy. Research by the Council suggests that this will not have such a positive impact in the B&NES area and that as such the existing Core Strategy tenure split is still appropriate.

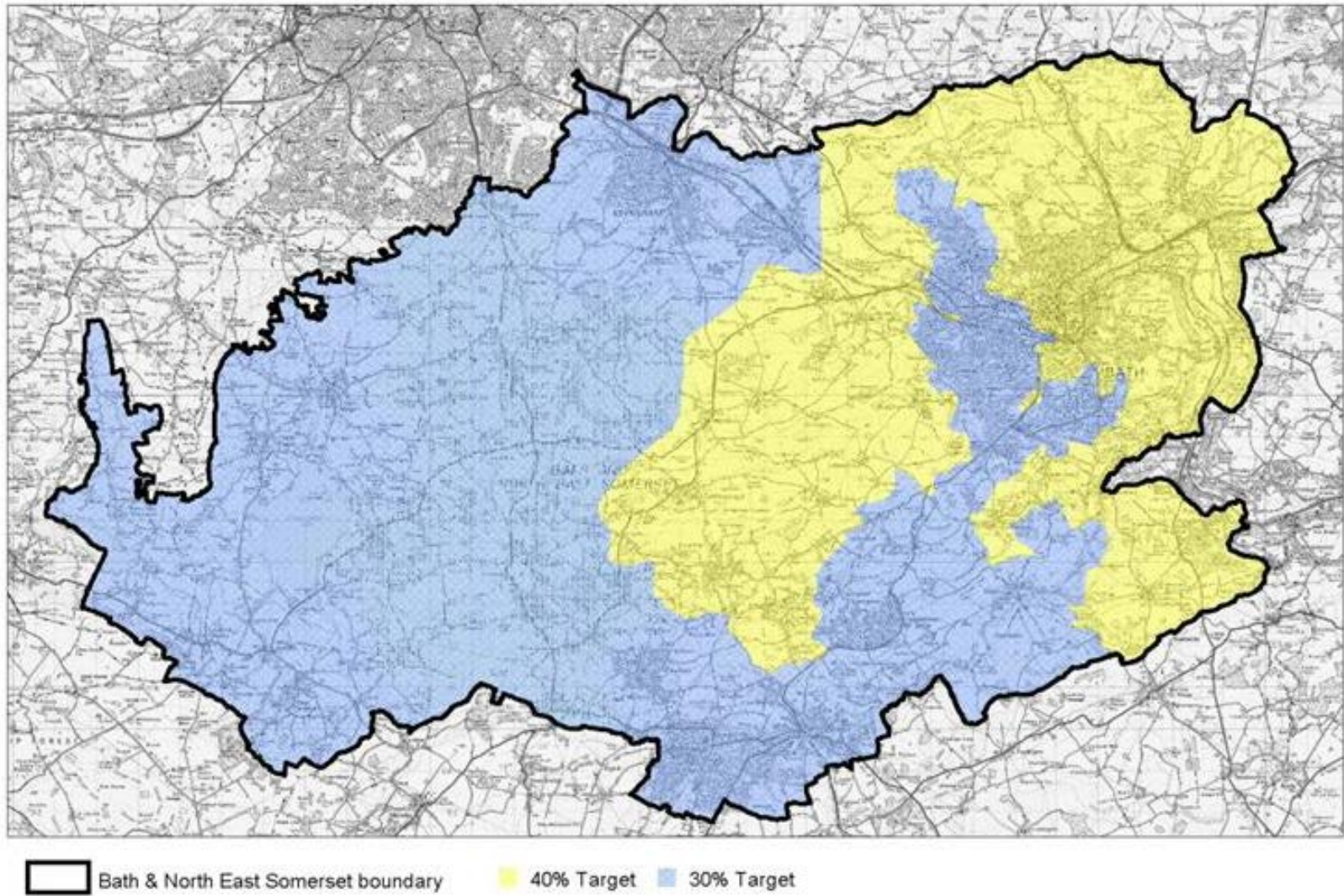
LOCAL

- 3.2 The need for affordable housing in B&NES is high with the affordability gap between local incomes and market house prices being very wide. The **Strategic Housing Market Assessment** (SHMA) has identified the need for 2,700 social rented/intermediate homes from 2011-2029. Taking into account the Local Plan backlog, this total rises to 3,100.
- 3.3 The **B&NES Viability Assessment** provides information and recommendations on the level of affordable housing targets that are financially viable taking into account various development/mitigation costs, national/local standards and likely infrastructure requirements. The assessment shows that viability and the associated proportion of affordable housing that can be provided varies geographically across the district and this is shown on the basis of zones derived from post code sectors.
- 3.4 Core Strategy Policy CP9 outlines the approach to affordable housing provision to 2029. Affordable housing will be required as on-site provision in developments of 10 dwellings or 0.5ha and above (the lower threshold applies). 40% will be sought in the Prime Bath/Bath North and East and Bath Rural Hinterland areas. 30% will be sought everywhere else in the district. This is on a grant free basis with the presumption that on site provision is expected.

⁹ "Affordable Rent" is a new tenure for affordable housing introduced in to national policy earlier in 2011 under the coalition government. "Affordable rented housing" is rented housing provided by registered providers of social housing. It has the same characteristics as social rented housing except that it is outside the national rent regime – based instead on up to 80% of local market rents. It has the same controls in terms of eligible households as social rent.

AFFORDABLE HOUSING

Figure 3: Affordable Housing zones



AFFORDABLE HOUSING

- 3.5 Residential development on small sites from 5-9 dwellings or from 0.25 to 0.49ha (the lower threshold applies) should provide either on site provision or an appropriate financial contribution towards the provision of affordable housing with commuted sum calculations. The target level for these small sites will be 20% for Prime Bath/Bath North and East and Bath Rural Hinterland areas, and 15% for everywhere else.
- 3.6 The tenure of the affordable housing will typically be based on a 75/25 split between social rent and intermediate housing. The Council will only consider the provision of Affordable Rent or other affordable housing products in lieu of social rent where it is proven necessary to improve viability in order to achieve policy position levels of affordable housing and where the housing need for affordable rent can be demonstrated.
- 3.7 Applicants are recommended to hold early conversations with the Housing Enabling Team in order to agree the affordable housing provision and in particular the likely availability of public subsidy.
- 3.8 The HCA announced¹⁰ on 1st December 2011 that it has agreed a contract as part of the Affordable Homes Programme with Somer Housing Group to see it deliver 414 homes within the West of England, of which 171 will be delivered in B&NES. This is supported by investment of £10m by the HCA. While some of the investment will support new homes on identified sites, the majority of homes will be provided on locations that are to be agreed as part of the four-year programme.
- 3.9 To improve collaboration and engagement with sector stakeholders the WOE Partnership have established a Housing Delivery Panel with organisations that will help delivery market and affordable housing. The panel will be effective from October 2011 for four years.

INFRASTRUCTURE REQUIREMENT

Reference	Item	Status	Estimated Cost	Phasing			Policy Area
				11/12 to 15/16	16/17 to 20/21	21/22 to 25/26	
DWI.1	Direct Public Investment in Affordable Housing	Key	£15,500,000	➤	➤	➤	District Wide

¹⁰ <http://www.homesandcommunities.co.uk/news/west-england-and-wiltshire-gain-hundreds-affordable-homes>

ENERGY: GAS

NATIONAL

Primary legislation

Gas Act 1986 ¹¹	Utilities Act 2000 ¹²
Energy Act 2004 ¹³	

Companies operating within B&NES

Wales & West Utilities	National Grid
------------------------	---------------

4.1 The gas industry is broken into a series of transmission, distribution and supply functions:

- **Transmission:** Gas producers deliver gas to UK terminals from offshore facilities at fields beneath the sea around the British Isles and through pipelines which connect to the UK from Norway, Holland and Belgium. From the terminals, gas enters the national transmission system (NTS) which is the high-pressure part of National Grid's pipeline network and delivers it to regional distribution companies. The NTS operates at pressures of up to 85 bar (85 times normal atmospheric pressure, over 1250 psi). The gas is pushed through the system using 23 strategically placed compressor stations and supplies gas to UK end consumers from over 175 off-take points. These include large end users which are primarily large industrial consumers and power stations, who receive gas directly from the NTS rather than through a distribution network, and the twelve local distribution zones (LDZ) that contain pipes operating at lower pressure which eventually supply the smaller end consumers, including domestic customers. Apart from these the NTS cannot be directly connected to, and requires costly diversions if proposals are built upon their location. This activity is a regulated monopoly.
- **Distribution:** Local Distribution Zones are operated by gas Distribution Operators (DOs). Wales & West Utilities are responsible for the transportation of gas from the national grid network to consumers within B&NES. DOs operate as regulated monopolies.
- **Shippers:** Own the gas as it is transmitted and distributed. They purchase it from producers and importers and act as wholesalers. There is no price control on their activities.
- **Supply:** Gas supply companies buy gas from the shippers as it passes through the meter and retail it to consumers. The income from consumers is separated between the energy supplier, meter operator and DO who owns the connection for use of the distribution infrastructure. There is no price control on their activities.
- **Meter operation:** This function is often performed by the local DO but is open to the consumers' choice and is the process of recording billing data from consumers' meters.

4.2 New gas transmission infrastructure developments (pipelines and associated installations) are periodically required to meet increases in demand and changes in patterns of supply. Developments to the **National Grid** network are as a result of specific connection requests (e.g.

¹¹ <http://www.legislation.gov.uk/ukpga/1986/44>

¹² <http://www.legislation.gov.uk/ukpga/2000/27/contents>

¹³ <http://www.legislation.gov.uk/ukpga/2004/20/contents>

ENERGY: GAS

power stations), and requests for additional capacity on the network from gas shippers. National Grid has no works planned for the gas transmission network in Bath and North East Somerset's administrative area at present.

- 4.3 Major accidents at sites storing hazardous substances are rare. However, the Health and Safety Executive (HSE) aims to manage population growth close to such sites to mitigate the consequences of a major accident should one occur. Where a site near to a major hazard pipeline is being considered the planning authority has a statutory duty to refer the planning application to the HSE. HSE sets a consultation distance (CD) around major hazard sites and pipelines after assessing the risks and likely effects of major accidents at the installation or pipeline. The CDs are based on available scientific knowledge using hazard/risk assessment models updated as new knowledge comes to light.
- 4.4 If a proposed development is within a CD the HSE uses a 'three-zone' system ('inner' (IZ), 'middle' (MZ) and 'outer' (OZ)). These zones are normally determined by a detailed assessment of the risks and/or hazards of the installation or pipeline which takes into account the hazard ranges and consequences of the toxic and/or flammable substances present; the volume of those substances for which the site has consent; and the method of storage. The risks and hazards from the major hazard are greatest in the inner zone so the restrictions on development are strictest.
- 4.5 HSE categorise development types into different sensitivity levels¹⁴ (from 1-4, with 4 being the most sensitive). Having determined which zone the development falls into and also the sensitivity level of the development, the following matrix is used to decide the type of advice from HSE (DAA = 'don't advise against; AA = 'advise against').

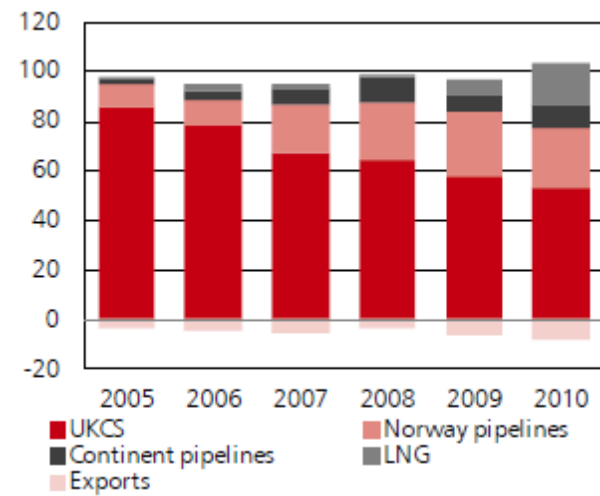
Figure 4: HSE decision matrix

Level of sensitivity	Development in inner zone	Development in middle zone	Development in outer zone
1	DAA	DAA	DAA
2	AA	DAA	DAA
3	AA	AA	DAA
4	AA	AA	AA

¹⁴ <http://www.hse.gov.uk/landuseplanning/padhi.pdf>

ENERGY: GAS

Figure 5: Evolution of sources and uses of gas (source: National Grid)

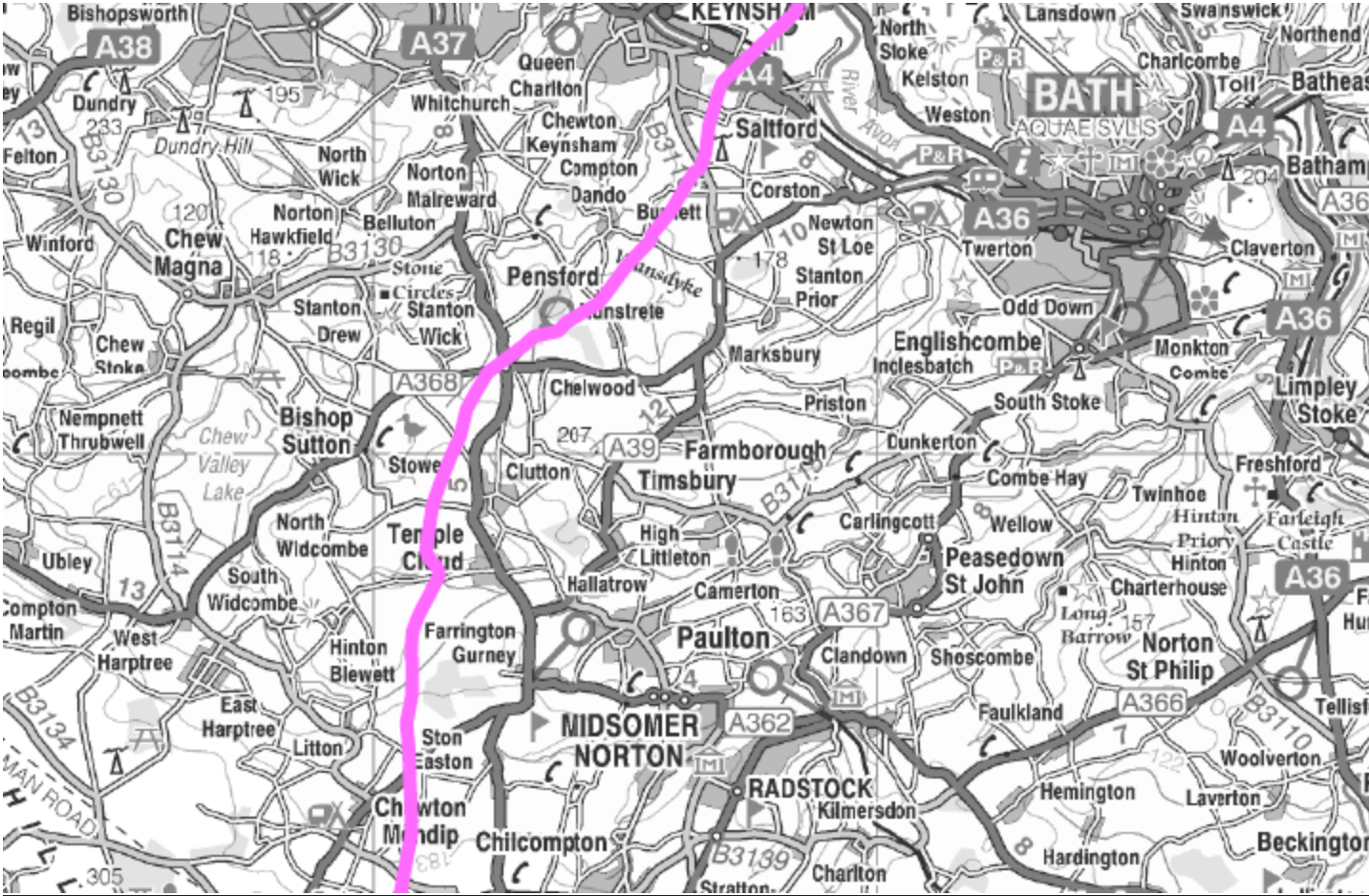


- 4.6 Although national gas consumption has remained largely constant since 2005, the proportion serviced by imports has more than quadrupled. Consequently, significant gas import capacity has come on stream in the form of new or expanded import pipelines (from Norway, Belgium and the Netherlands and liquefied natural gas (LNG) terminals which deliver gas from global markets). The Government aims to ensure that the UK's market framework supports a diverse mix of gas sources (including the North Sea, storage and imports) that remains adequate to meet demand.
- 4.7 UK gas prices (including taxes) for most users are among the lowest compared with other major EU countries.
- 4.8 The National Infrastructure Plan states that the Government will seek to clarify the potential contribution of shale gas and other unconventional resources to indigenous gas supplies. The scale of possible production is unknown at present.

ENERGY: GAS

LOCAL

Figure 6: National Grid High Pressure gas pipe network (National Transmission System)



4.9 The national transmission system is protected by permanent agreements with landowners or has been laid in the public highway under National Grid’s licence. These grant National Grid legal rights that enable them to achieve efficient and reliable operation, maintenance,

ENERGY: GAS

repair and refurbishment of the gas transmission network. National Grid requires that no permanent structures are built over or under these pipelines.

- 4.10 The **Wales & West Utilities** (WWU) gas network is supplied through 17 National Transmission System Offtakes. WWU take responsibility for new connections to their network, but are only obliged to provide these where it is economic; hence there is often limited gas infrastructure in more rural areas. 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**¹⁵) to guide new investment in the gas distribution network for the next 10 years based on estimated growth in the market. WWU will continue to develop and invest in the Distribution Network in order to operate a safe and efficient network and to meet customers’ requirements for any growth that is forecast.
- 4.11 In the long term WWU adopt a year-to-year approach in order to identify long-term priorities and optimize expenditure. These plans, which may be replacement or reinforcement projects, are subject to change as and when the need arises, (such as any change in local authority plans), and especially with regard to safety of the network which takes precedence. As a result no such lead-times for delivery exist.
- 4.12 Average pressures for the low pressure system running through B&NES are:
- Bath: 40mbar
 - Keynsham: 32mbar
 - Midsomer Norton and Radstock: 40mbar
 - Peasedown: 35mbar
- 4.13 Wales & West Utilities confirm that these are healthy pressures. However, it is important that the network pressures do not fall below 21mbar which is the statutory minima.
- 4.14 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.
- 4.15 The decommissioning and removal of the **Windsor House Gas Holder Station** is an essential prerequisite to the redevelopment of much of Bath Western Riverside and its environs. Outline planning application for whole site, 06/01733/EOUT was permitted in December 2010. However, the Health and Safety Executive has defined a 300m Safety Zone around the gasholder site in which development is severely restricted. Crest Nicholson, on behalf of the Bath Riverside development, has exclusivity arrangements in place with Wales & West Utilities (the owner and operator of the gas works) so that comprehensive arrangements can be put in place to decommission and demolish the remaining gas holder

¹⁵ http://www.wwutilities.co.uk/Content/Publications/pdf/WWU_Long_Term_Development_Statement_2012.pdf

ENERGY: GAS

to facilitate continuity of development. Crest and Wales & West are well advanced with such arrangements which should be in place during early 2013. In parallel the LEP has earmarked funding for the associated works and the Council and Crest Nicholson are currently undertaking due diligence as a pre-condition to draw down. As the LEP funds are from the Revolving Infrastructure Fund, it is implicit that they will need to be repaid at some stage.

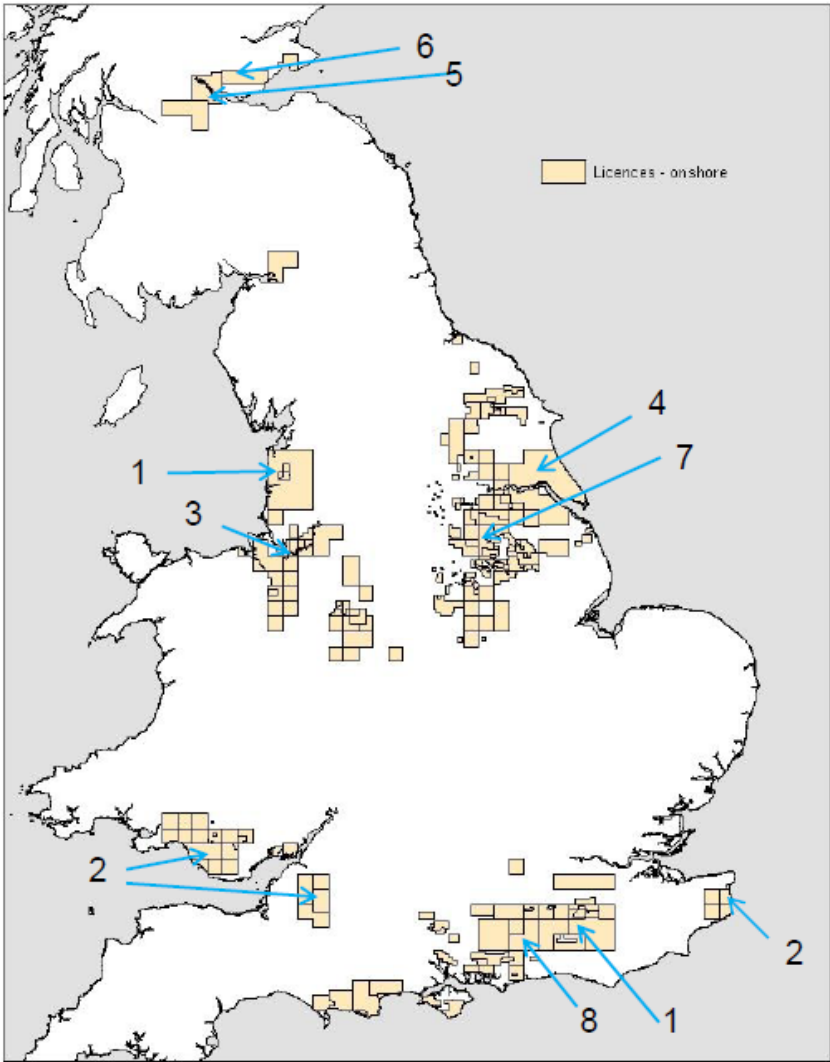
Figure 7: Windsor House Gas Holder Station (note only one gas holder now remains)



Shale Gas / Coal Bed Methane extraction

- 4.16 Shale gas has the potential to provide around 10% of the UK's gas over the next 100 years. However, the technique is still relatively untried in this country and not without controversy. A brief timeline since 2010 reveals the current thinking behind 'fracking':
- September 2010 "Gasland" released
 - November 2010 House of Commons Energy and Climate Change Select Committee call for inquiry into Shale Gas
 - April 2011 1st of two small frac induced earthquakes near Blackpool
 - May 2011 2nd quake and pause in UK fracking
 - October 2011 Cuadrilla publish Geomechanical Study of Bowland Shale Seismicity
 - April 2012 DECC Experts report on Induced Seismicity
 - May 2012 Public comments to DECC Experts Report received
 - June 2012 Royal Society and Royal Academy of Engineering report on Shale gas extraction in the UK: a review of hydraulic fracturing
 - August 2012 House of Commons Energy and Climate Change Select Committee inquiry into Impact of Shale Gas on Energy Markets
 - December 2012 DECC to publish updated Shale gas report with in place resources
 - January 2013 DECC make decision on resumption of fracking
 - ?? Launch of 14th Licencing Round
- 4.17 There are currently 3 PEDL licences largely covering parts of the Mendip Area and which cross the boundaries shared between Somerset, North Somerset and BANES. The PEDL licence areas covering all three planning authorities are due to expire by July 2014 unless the operators have submitted a planning application for and started exploration. BANES has received a planning application for an exploratory bore hole in Keynsham from UK Methane, initially looking at the options for Coal Bed Methane (CBM).
- 4.18 The primary piece of legislation protecting the hot springs in Bath is section 33 of the County of Avon Act 1982. This requires anyone undertaking excavations, piling or boreholes within 3 defined zones around the centre of Bath to seek the permission of the Council before work is undertaken.

Figure 8: Current Shale Gas Activity in the UK (DECC)



CBM/Shale Gas Activity

- 1. Cuadrilla
- 2. UK Methane/ Coastal/Eden group
- 3. IGas
- 4. Rathlin
- 5. DART/BG
- 6. Reach
- 7. eCorp/Egdon
- 8. Celtique Energie

ENERGY: GAS

Figure 9: Areas in B&NES with License to drill from DECC

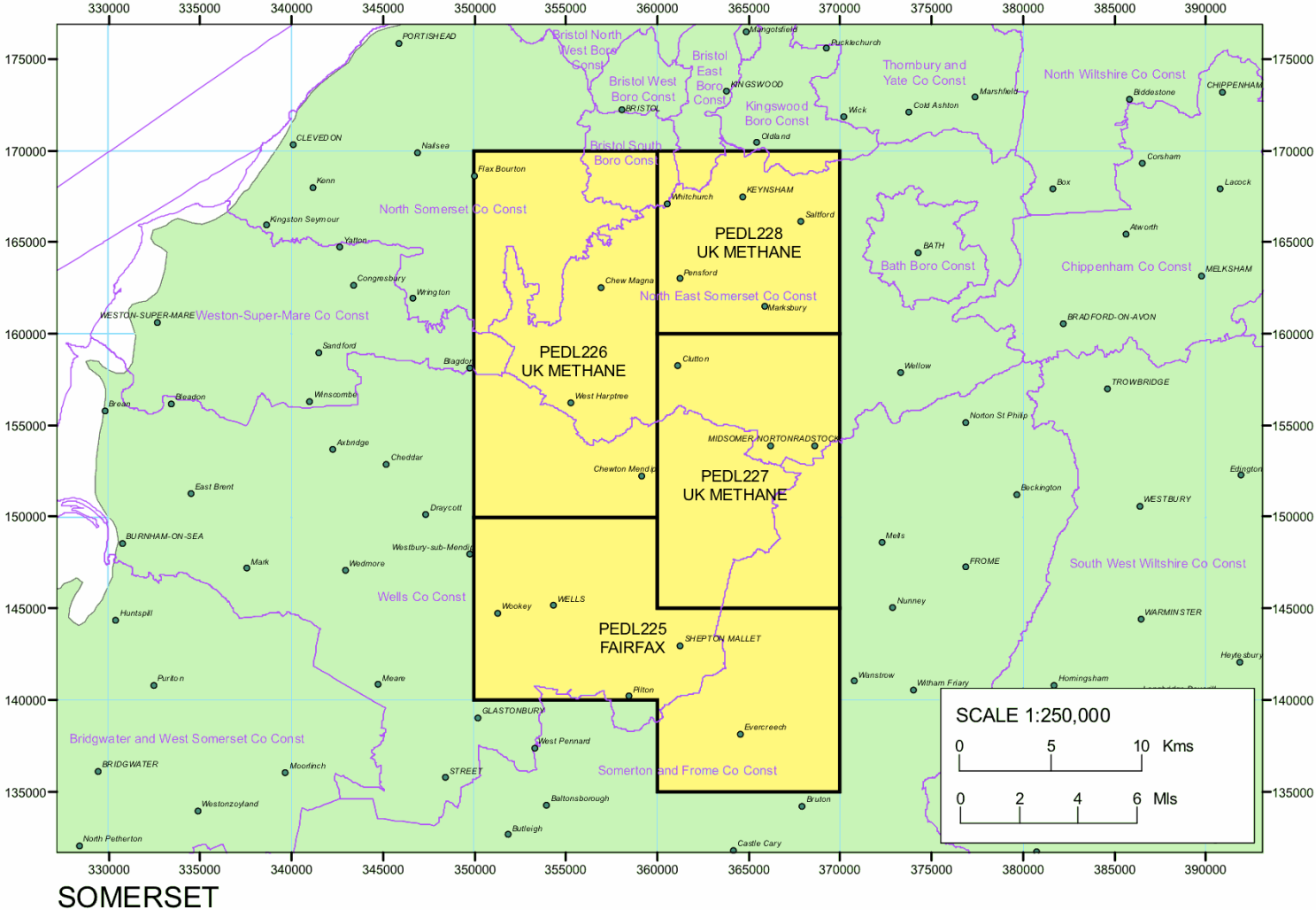
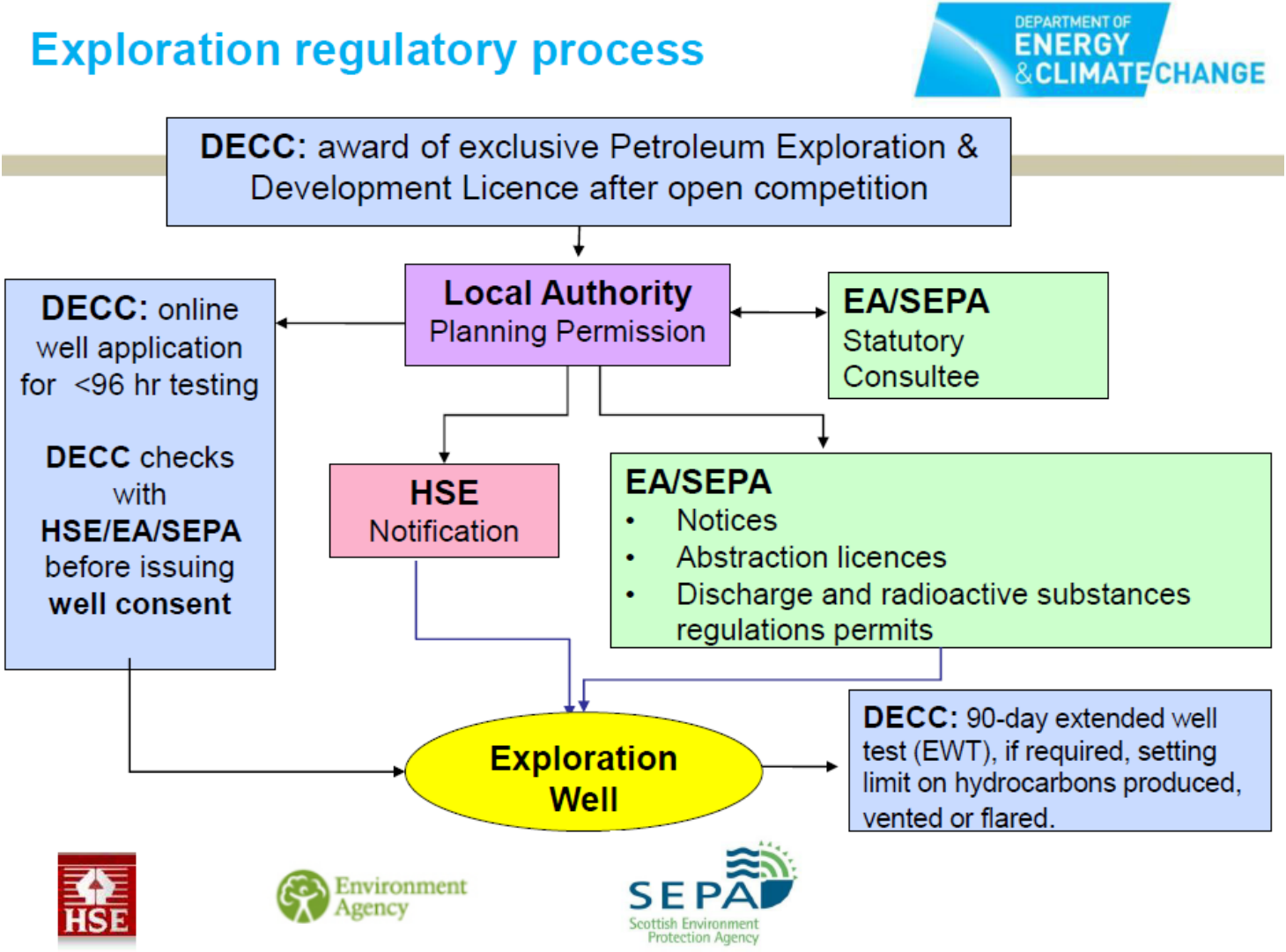


Figure 10: Exploration Regulatory Process (DECC)



ENERGY: GAS

INFRASTRUCTURE REQUIREMENT

Reference	Item	Status	Estimated Cost	Phasing			Policy Area
				11/12 to 15/16	16/17 to 20/21	21/22 to 25/26	
DW1.6	Gas Supply	Key	Not quantified	➤	➤	➤	District Wide
Bl.3j	Decommissioning of Gas Holder at Bath Western Riverside & replacement of storage capacity	Key	£4,000,000	✓			Bath
Bl.9d	Gas infrastructure at MOD Foxhill site	Key			➤	➤	Bath
Bl.27c	Gas infrastructure at MOD Ensleigh site	Key	Not quantified		➤	➤	Bath
Bl.28b	Gas infrastructure at MOD Warminster Road site	Key	Not quantified		✓		Bath

ENERGY: ELECTRICITY

NATIONAL

Primary legislation

Electricity Act 1989 ¹⁶	Utilities Act 2000
Energy Act 2004	

Companies operating within B&NES

National Grid	Western Power Distribution
---------------	----------------------------

- 5.1 The UK currently has one of the most reliable electricity transmission networks in the world (over 99.999 per cent network reliability), a comfortable capacity margin (over 20 per cent) and among the lowest prices in Europe. At the moment capacity margins in electricity generation are adequate relative to peak demand (to some extent, driven also by a fall in peak demand due to the recession). The Government aims to maintain the security of supply of the electricity system, by ensuring that adequate reliable capacity is on place to meet peak demand. It aims to put in place the building blocks for a smarter electricity grid that can connect and balance supply and demand in more efficient ways. This may involve an improved ability to export or import electricity, to store electricity produced by intermittent generation such as wind farms and to give customers greater ability to manage their demand using new technology such as smart meters.
- 5.2 The cost of electricity has increased over time, reflecting both higher wholesale prices for gas and electricity as well as higher expenditure on transmission and distribution network infrastructure. UK electricity prices including taxes are among the lowest in Europe for domestic customers and are near the median for medium and large industrial consumers.
- 5.3 Since the privatisation of the English electricity industry in 1990, five separate roles of generation, transmission, distribution and supply and meter operation have been created:
- **Generation:** A large number of companies are involved in the generation of electricity using nuclear, coal, gas and wind power etc, however, the market is dominated by six companies. Electricity is traded on a wholesale market and through private agreements between generators and suppliers. There is no price control of generation.
 - **Transmission:** The UK extra high-voltage grid (275kV and 400kV) is owned and operated by the **National Grid Electricity Transmission** (NGET), and is a regulated monopoly. NGET has the responsibility for balancing supply and demand to maintain operation of the country's network. The UK has one of the most reliable electricity transmission networks in the world, with 99.9999 per cent system reliability and very low levels of unplanned energy interruptions.
 - **Distribution:** **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. DNOs operate as regulated monopolies. They own the network and

¹⁶ <http://www.legislation.gov.uk/ukpga/1989/29/contents>

ENERGY: ELECTRICITY

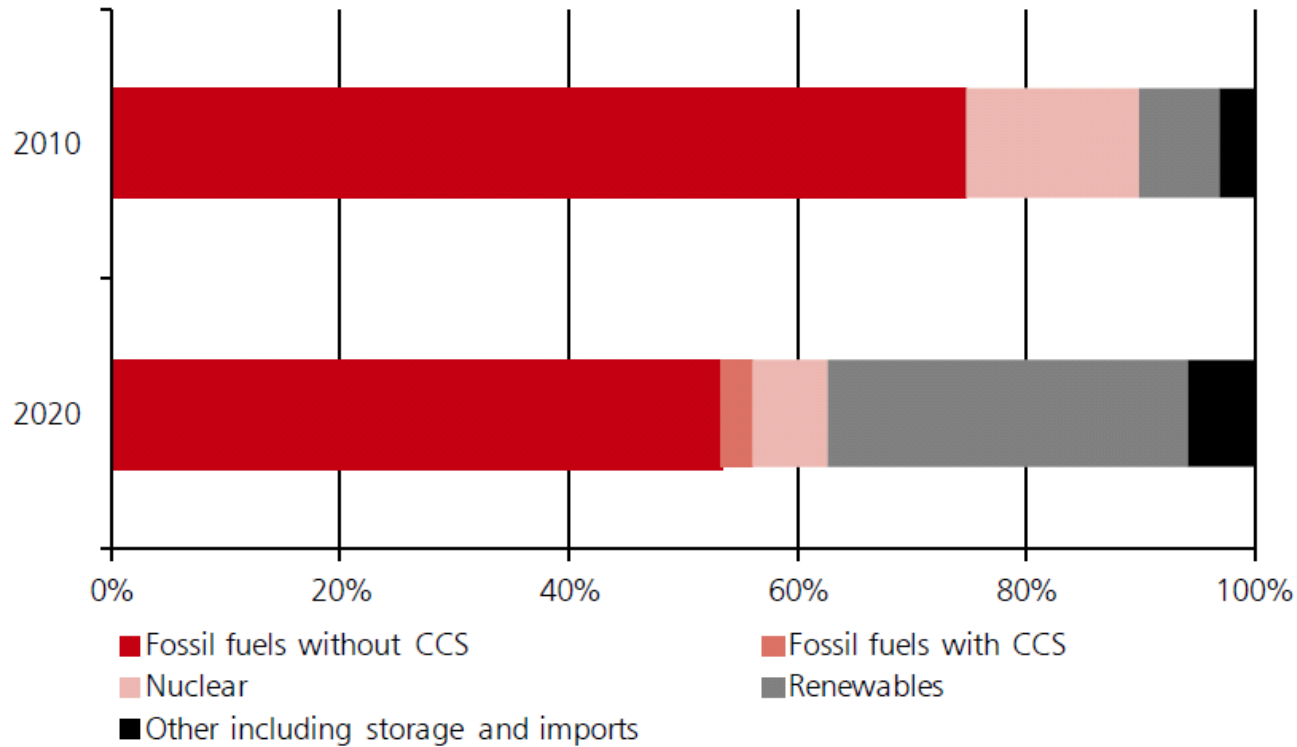
power distribution system, are responsible for the maintenance, repair, reinforcement of the network to cope with changing patterns of demand and extending the network to connect new customers.

- **Supply:** This refers to the retail function of the industry, which operates as a competitive market without price control. The income from consumers is separated between the energy supplier, meter operator and DNO for use of the distribution infrastructure. The DNO makes payments to NGET for use of its system.
- **Meter operation:** This function is often performed by the local DNO but is open to the consumers' choice and is the process of recording billing data from consumers' meters.

- 5.4 **Ofgem** is the body which regulates the industry with a remit to look after the interests of current and future consumers. As with the delivery of most utilities in the UK, 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.
- 5.5 DNOs are required to produce long term development statements, which cover a five year time period and are updated on an annual basis. Projections of electricity distribution requirements and the subsequent need for grid capacity are generally based on known consumption growth trends and connection requests by developers, rather than on specific growth projections set out in Local Development Frameworks. Similar statements are produced for transmission which covers seven year periods.
- 5.6 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. It is usually where there is a large scale development in a locality and more than one developer is involved that the process of procuring electricity connections can delay development; particularly where reinforcement of infrastructure is needed. In such circumstances forward planning and the creation of a funding mechanism is usually the only way to proceed as it is difficult for DNOs to build infrastructure without orders for connection.
- 5.7 The UK has ambitious goals to reduce the carbon intensity of its economy, and the generation mix of the electricity system is likely to shift towards lower carbon sources over the next two decades.

ENERGY: ELECTRICITY

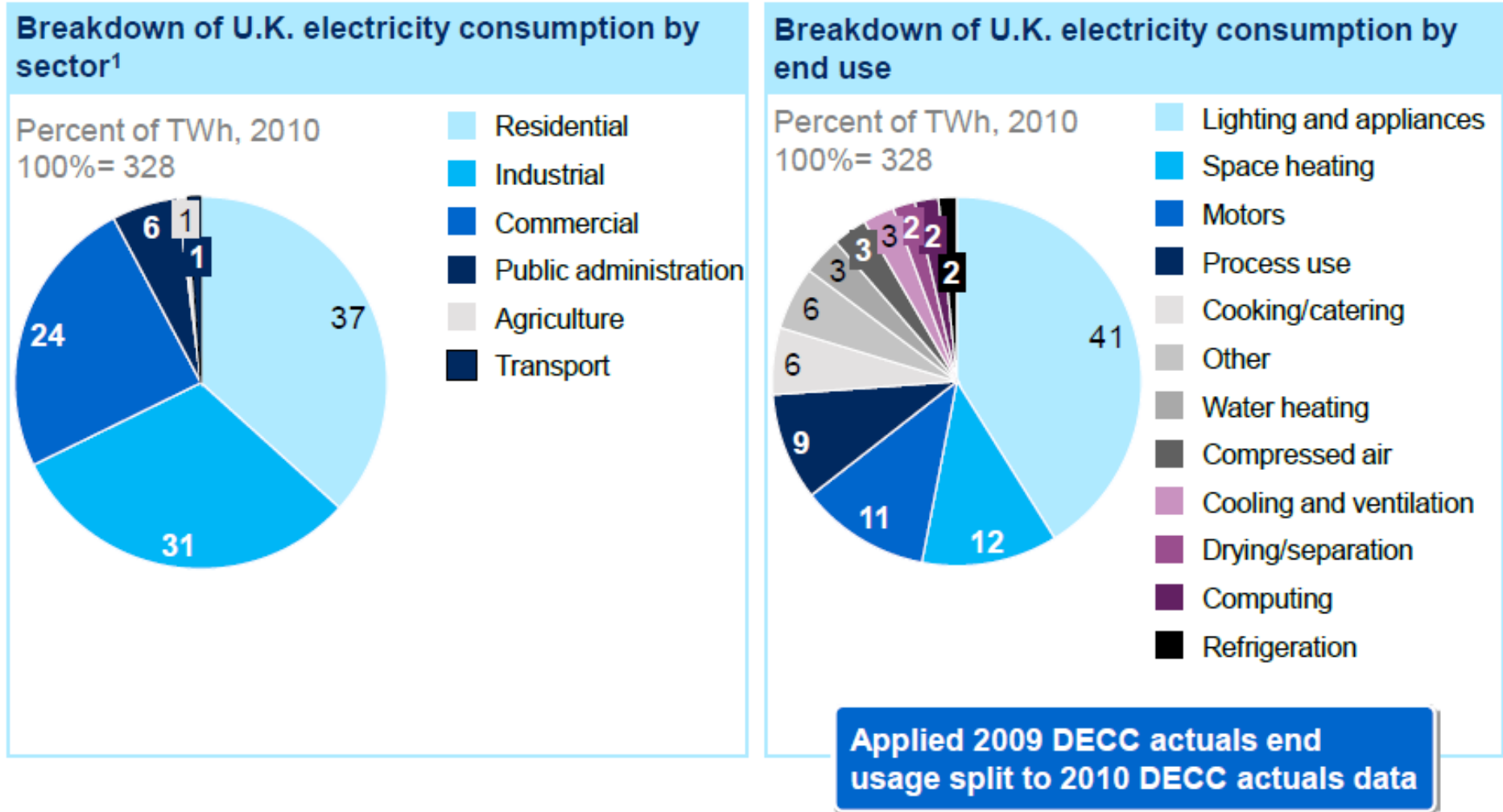
Figure 11: Projected electricity generation by mix (by source of fuel)



Source: Updated Energy and Emissions Projections Annex E (Total Generation by Source), Central scenario, DECC (2011). This reflects assumptions on fossil fuel and carbon prices. Timescales for the deployment of new nuclear capacity in the UK will be the result of commercial decisions made by private investors and will be affected by the government's proposals for reform of the electricity market which are not taken into account in these projections. Developers have announced plans to build 16GW of new nuclear capacity in the UK, with the first reactor scheduled to become operational in 2019

ENERGY: ELECTRICITY

Figure 12: Split of UK 2010 end use energy consumption, split by sector and end use (DECC, July 2012)



ENERGY: ELECTRICITY

LOCAL

- 5.8 **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.
- 5.9 **Western Power Distribution** can confirm 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. However, it is anticipated that to maintain continuity of supply in line with expected growth it is likely that new Primary Substations will be required at Bath University and for later phases of the Bath Western Riverside Development. 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.

INFRASTRUCTURE REQUIREMENT

Reference	Item	Status	Estimated Cost	Phasing			Policy Area
				11/12 to 15/16	16/17 to 20/21	21/22 to 25/26	
DWI.5	Power Generation & Distribution	Key	Not quantified	➤	➤	➤	District Wide
BI.3i	New on-site primary substation at Bath Western Riverside	Key	Not quantified			✓	Bath
BI.23	New on-site primary substation at Bath University	Key	Not quantified	➤	➤	➤	Bath

NATIONAL

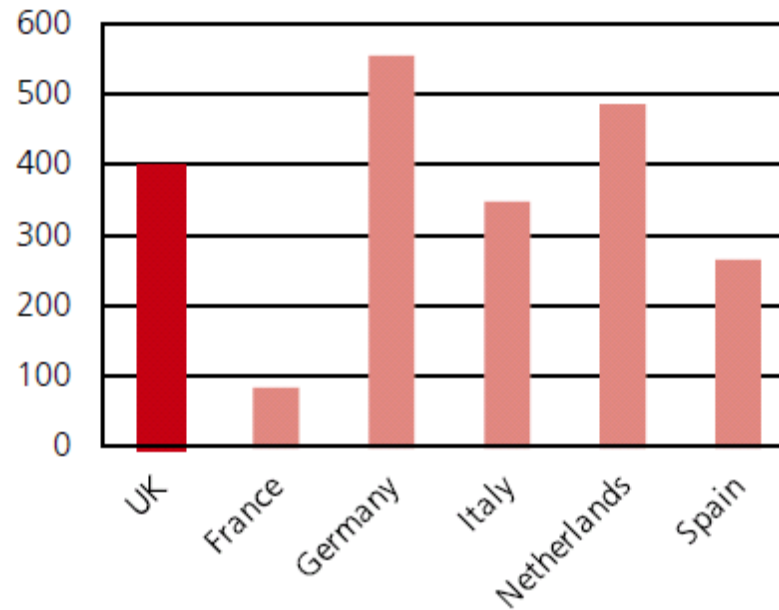
- 6.1 The **Climate Change Act 2008**¹⁷ sets a target to reduce greenhouse gas emissions in the UK by at least 80 per cent from 1990 levels by 2050. To achieve this, there will need to be an increase in energy generation from renewable sources the development of newer and sometimes smaller scale generation techniques such as anaerobic digestion and the replacement of existing coal-fired power stations with cleaner alternatives, including the commercial deployment of carbon capture and storage technology. Households and businesses will play an active role in improving efficiency in energy use with the help of energy saving measures, smart meters and, eventually, a smart grid for electricity.
- 6.2 The **Renewable Energy Roadmap**¹⁸ (DECC 2011) lays out a plan of action to accelerate renewables deployment, drive innovation and reduce the cost of renewables to ensure value of money for the consumer. The Government's view is that, given the evolving costs of different technologies, market mechanisms will offer the best way of allocating resources in this sector. Government interventions will be focused on providing clear carbon-price signals and incentives for adequate investment in capacity during a transition phase from a high-carbon to a low-carbon energy system. The Government's goal of reform is therefore a simplified set of technology-neutral interventions focusing on the three aims of decarbonisation, security of supply and affordability for consumers. In the short to medium term however, the Government recognises that it is important to bring to maturity emerging low carbon technologies and to achieve a cost-effective deployment of a new generation of new nuclear power stations and large scale offshore wind-farms. The proposals for Electricity Market Reform therefore involve technology-specific support mechanisms (through **Contract for Difference Feed-in Tariffs**) to achieve this aim by 2020. From 2020 onwards there will be increasing convergence between technologies as they reach comparable stages of maturity.
- 6.3 The **Renewables Obligation**¹⁹ (RO) is the current main mechanism for supporting large-scale generation of renewable electricity. The Spending Review of 20th October 2010 announced this will continue, confirming the Government's commitment to the renewables target. Since its introduction in 2002, it has succeeded in more than tripling the level of renewable electricity in the UK and is currently worth around £1.4 billion/year in support to the renewable electricity industry. The RO works by placing an obligation on licensed electricity suppliers to source a specified and annually increasing proportion of their electricity sales from renewable sources, or pay a penalty. The RO is administered by Ofgem, which issues Renewables Obligation Certificates (ROCs) to renewable electricity generators. The RO is due to close on 31 March 2017.

¹⁷ http://www.decc.gov.uk/en/content/cms/legislation/cc_act_08/cc_act_08.aspx

¹⁸ <http://www.decc.gov.uk/assets/decc/11/meeting-energy-demand/renewable-energy/2167-uk-renewable-energy-roadmap.pdf>

¹⁹ <http://www.ofgem.gov.uk/Sustainability/Environment/RenewablObl/Pages/RenewablObl.aspx>

Figure 13: Carbon intensity of electricity generation (g CO₂e per kWh)



Sources: EEA, OECD, Department of Energy and Climate Change

Notes: 2009 data

6.4 The Department for Business, Innovation & Skills published the **Low Carbon Construction Action Plan**²⁰ in June 2011. This was a response to the Low Carbon Construction Innovation & Growth Team Report. The plan includes an action to develop a route map to low carbon infrastructure. This project will aim to set out a broad vision for the infrastructure required to meet the 2050 80% carbon reduction targets.

²⁰ <http://www.bis.gov.uk/assets/biscore/business-sectors/docs/l/11-976-low-carbon-construction-action-plan.pdf>

ENERGY: DECENTRALISED, RENEWABLE & LOW CARBON

- 6.5 The Government has put in place a range of financial incentives to encourage the deployment of small scale, onsite, renewable energy which include the Renewables Obligation, the Feed-in Tariffs scheme, the Renewable Heat Incentive and the **Renewable Transport Fuel Obligation** (RTFO) to provide the revenue support that investors need. The onus is on the renewables industry to make the most of the financial incentives available, while the Government's role is to streamline regulation. The DECC **Microgeneration Strategy**²¹ sets out actions to tackle these non-financial barriers.
- 6.6 Begun on 1st April 2011, the **Feed-In Tariff**²² (FIT) scheme allows households, businesses and other organisations to claim financial support for electricity they produce from small scale renewable and low carbon sources. FITs have three financial benefits: a payment for all the electricity produced; additional bonus payments for electricity exported to the national grid; and a reduction on standard electricity bills. FITs work alongside the Renewables Obligation and the **Renewable Heat Incentive**²³ (RHI) which supports generation of heat from renewable sources at all scales. RHI began operation during November 2011 for the non-domestic sector. RHI offers a government subsidy per kilowatt hour (kWh) of heat generated. A scheme for householders is intended to open in summer 2013.
- 6.7 The **Energy Act (2011)**²⁴ has three principal objectives: tackling barriers to investment in energy efficiency; enhancing energy security; and enabling investment in low carbon energy supplies. Enshrined in the Energy Act, the **Green Deal**²⁵ allows for private companies to offer upfront energy efficiency investments and then recoup payments through energy bills. As the charge is added to the electricity bill, it stays with the property and is taken on by the new bill payer as they move into their improved home. The Green Deal "Golden Rule", set out in legislation, specifies that any charge attached must be less than the expected savings from the retrofit. Some homes, due to their construction type, are more complex and more expensive to improve and need measures like solid wall insulation which may not always meet this Golden Rule. Extra funding will be needed to make them affordable. That is why, as part of the new Green Deal landscape, the Government is putting in place the **Energy Company Obligation (ECO)**. Under this scheme the big energy suppliers will be legally obliged to provide the extra support that is needed to make sure that hard to treat homes, and the lowest income and vulnerable households, can benefit from the new arrangements. The Government announced in the **Chancellor's Autumn Statement** (29th November 2011) that it is allocating £200 million of additional one-off capital resource to the Green Deal for energy efficiency in its initial phase over 2012-13 and 2013-14, to encourage early uptake. The Green Deal framework will be launched by October 2012.
- 6.8 **Energy Service Companies** (ESCOs) are an example of alternative energy framework provision. They are also being used increasingly by local authorities who are seeking to deliver low carbon infrastructure to the private sector. An ESCO continues operation by using revenue generated from the sale of energy services

²¹ <http://www.decc.gov.uk/assets/decc/11/meeting-energy-demand/microgeneration/2015-microgeneration-strategy.pdf>

²² http://www.decc.gov.uk/en/content/cms/meeting_energy/renewable_ener/feedin_tariff/feedin_tariff.aspx

²³ <http://www.ofgem.gov.uk/e-serve/RHI/Pages/RHI.aspx>

²⁴ <http://www.legislation.gov.uk/ukpga/2011/16/contents/enacted>

²⁵ <http://www.decc.gov.uk/assets/decc/11/consultation/green-deal/3607-green-deal-energy-company-ob-cons.pdf>

ENERGY: DECENTRALISED, RENEWABLE & LOW CARBON

- 6.9 To mitigate the particular constraints affecting the green energy sector, the Government announced in 2010 the establishment of the **Green Investment Bank** (GIB) which will start operation in 2012. The GIB will receive funding of £3.5 billion over the next three years, with the ability to borrow from 2015-16. It will invest up to £100m in commercial and industrial energy efficiency projects.
- 6.10 DECC published *The Future of Heating*²⁶ in March 2012, which is the strategic framework for low carbon heat in the UK. Heat is the single biggest reason for energy use in the UK. Heat is not bought and sold as a commodity in the UK. It is not common for households or businesses to buy warmed air, hot water, or steam directly. Instead we buy fuels (predominantly gas, oil or solid fuels) or electricity and convert these into heat on-site in boilers, kilns, furnaces and electric heaters. This position is not sustainable. The strategy seeks to diversify our sources of heat and bring renewable heat into the mainstream alongside gas boilers. The Government intends to achieve this through a mix of different technologies and infrastructure such as electric heat pumps, bioenergy and district heating.
- 6.11 **District Heating Networks** supply heat from an energy centre to multiple buildings. The hot water is distributed using a network of insulated pipes. Individual boilers are replaced with heat exchangers in each of the buildings. These heat exchangers then deliver the heat to the properties using the normal wet system. The primary reason for encouraging district heating is because of its potential to deliver significant CO₂ savings via the delivery of low carbon heat. Large central energy centres can incorporate new and alternative technologies that are difficult to implement at smaller scales. Technologies such as combined heat and power and alternative fuels such as biomass can deliver significant CO₂ reductions. In addition, district heating systems provide the flexibility to connect new technologies as they come forward or to link to sources of waste heat such as industrial sites, waste processing facilities or power stations. Gas fired combined heat and power has the potential to deliver high CO₂ savings because it can generate electricity that has much lower CO₂ emissions than electricity from the national grid. Biomass boilers can also deliver high CO₂ savings but whilst they have lower capital costs compared to Gas CHP engines, they also generate lower profits. Suitable sources of fuel need to be investigated if biomass options are taken forward.
- 6.12 There is currently no system of regulation for heat networks so the generation, distribution and supply of the heat is usually owned either by the building owner or a private Energy Services Company (ESCo). District Heating networks can be applied at a variety of scales from a few buildings to whole cities. District Heating generally helps to deliver more efficiently because the system can run at relatively constant levels, smoothing out the demands of the various buildings. The ability to consolidate heat supply, together with the ability to bulk buy fuel, means that district heating can often provide cheaper energy. Reduction in CO₂ emissions can be achieved more easily with district heating schemes because of the ability to incorporate low or zero carbon technologies which are often not efficient or effective at smaller scales.

²⁶ <http://www.decc.gov.uk/assets/decc/11/meeting-energy-demand/heat/4805-future-heating-strategic-framework.pdf>

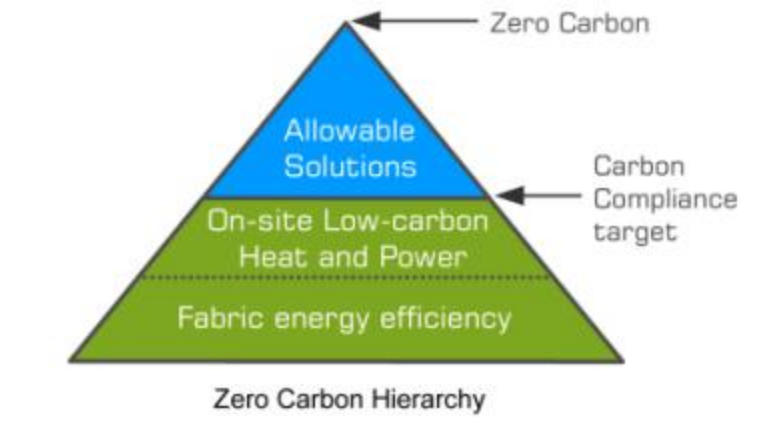
ENERGY: DECENTRALISED, RENEWABLE & LOW CARBON

Figure 14: CO₂ emissions associated with different fuels (SAP 2009)

Fuel	CO ₂ emissions (kg CO ₂ /kWh delivered)
Gas	0.198
LPG	0.245
Heating Oil	0.274
Grid Supplied Electricity	0.517
Wood Chips	0.009
Wood Pellets	0.028

- 6.13 The actual CO₂ and cost savings from using a district heating network compared to individual systems are dependent on the type of system, fuel used and the scale of energy generation. To maximise both the CO₂ reductions and cost savings the system needs to be efficient, minimising the extent of the network but delivering as much energy as possible. This therefore favours locations where the density of heat demand is high.
- 6.14 Connection to district heating networks would provide developers with a more straightforward and potentially cheaper solution for meeting the increasingly stringent energy performance standards of the Building Regulations as well as higher standards of the Code for Sustainable Homes and BREEAM.

Figure 15: Zero Carbon Hierarchy (Zero Carbon Hub)



- 6.15 The revisions of Building Regulations in 2016 (for dwellings) and 2019 (for non-domestic buildings) are expected to require a 'zero carbon' standard to be achieved. The proposed approach suggests that this should be achieved through three steps, Energy Efficiency (covering the building fabric, Carbon Compliance and Allowable Solutions. The Carbon Compliance target will require more fabric or other energy efficiency measures, onsite low or zero carbon energy technologies or connection to low carbon sources of heat or electricity. Allowable Solutions will cover the remaining carbon emitted from homes for 30 years. These have not been defined yet but could include additional carbon compliance, use of energy efficient appliances, advanced building control systems, exports of low carbon or renewable heat or investments in community heat infrastructure. Local Authorities can set up a Community Energy Fund into which Allowable Solutions monies can be paid.
- 6.16 Solar panels, ground-source heat pumps and the flues from biomass boilers have been permitted developments since 2008. Air-source heat pumps and small wind turbines will become permitted developments on 1 October 2011²⁷. Homeowners and businesses will no longer need to apply for planning permission to install the technologies. The order also extends permitted development rights to charging points for electric vehicles. The Government also announced in the Chancellor's Autumn Statement (29th November 2011) that it will introduce new permitted development rights for non-domestic micro-generation of electricity. This will incentivise the take up of small scale renewable and low carbon energy technologies.

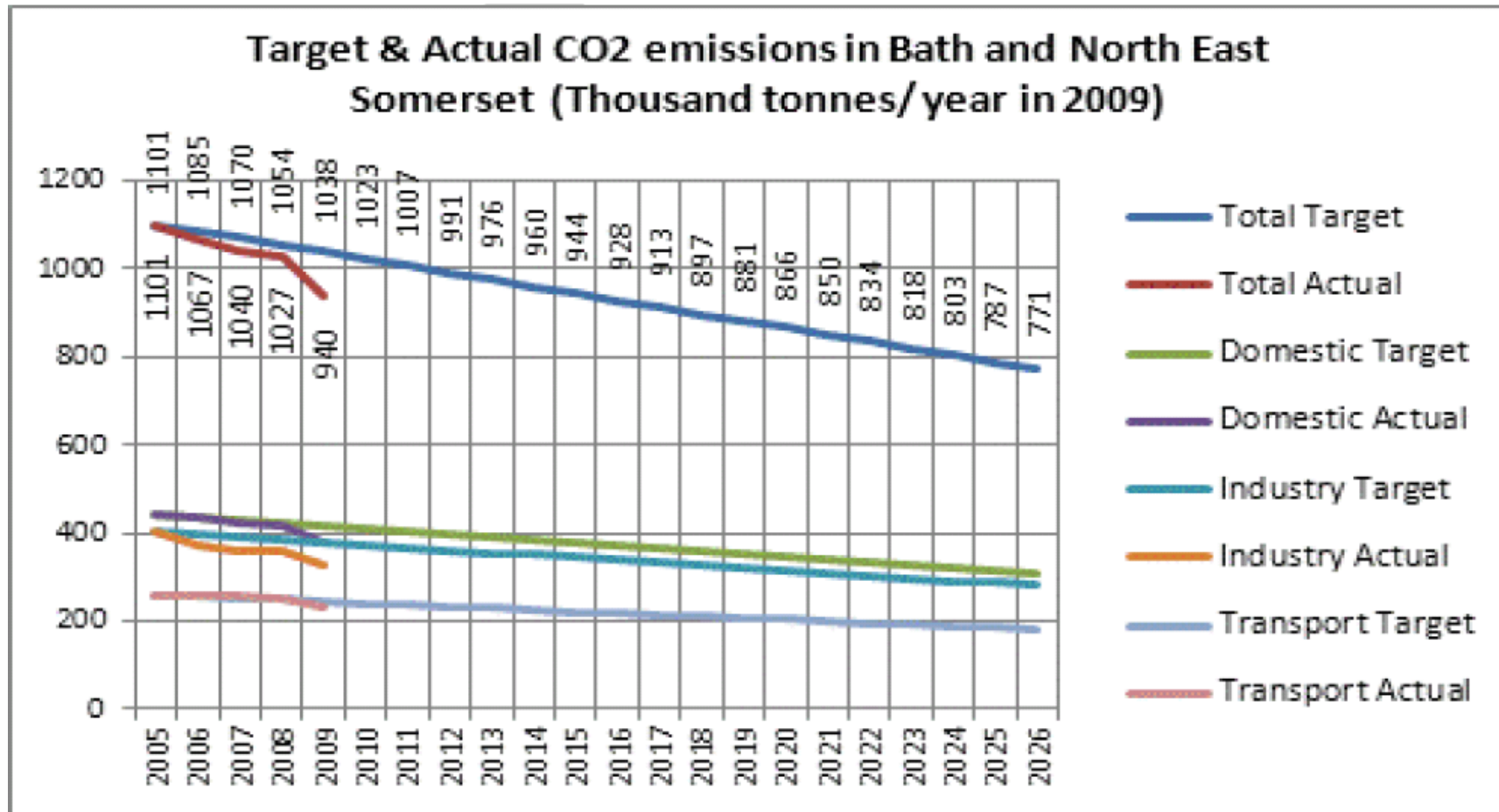
²⁷ http://www.legislation.gov.uk/uksi/2011/2056/pdfs/uksi_20112056_en.pdf

LOCAL

- 6.17 The B&NES Sustainable Community Strategy (SCS) has set the goal of delivering a 45% reduction in carbon emissions across the district by 2026. Leadership to deliver this target, along with the other sustainability objectives in the SCS, is provided by the Environmental Sustainability Partnership (ESP)
- 6.18 The B&NES draft Core Strategy lists Climate Change as a key strategic issue. This strategic challenge is picked up Objective 1 of the draft Core Strategy, which is to “Pursue a low carbon and sustainable future in a changing climate”. This objective is carried forward throughout the draft Core Strategy, and in particular through the five Core Policies, a summary of which is below:
- CP1: Retrofitting in existing buildings: Encouraging the retrofitting for energy efficiency of existing buildings, including listed buildings
 - CP2: Sustainable Construction: All planning developments should include evidence that sustainability standards have been addressed. CP2 also requires major developments to meet standards of Code for Sustainable Homes
 - CP3: Renewable Energy: Development should contribute to achieving a minimum level of installed renewable heat and electricity capacity by 2012 of 110MWe of electricity and 165MWth of heat.
 - CP4: District Heating: Expects development in three key priority areas to incorporate infrastructure for district heating and to connect to existing systems when they are available: Bath City Centre; Bath Riverside Corridor and Keynsham. These three key priority areas were identified in the AECOM ***District Heating Opportunity Assessment Study***²⁸ and are considered in more detail below. The policy also requires all major developments to demonstrate that they have used a thermal masterplanning approach and selected heating and cooling systems in line with a hierarchy of district heating/ combined heat and power options.
- 6.19 The Core Strategy identifies 12 other areas in the district that have potential for district heating. Development will be encouraged to incorporate infrastructure for district heating, and will be expected to connect to any existing suitable systems unless it is demonstrated that this would render development unviable.
- 6.20 The infrastructure items included in this section form a key part of delivery of the climate change Core Policies listed above, and are also central to our emerging district-wide Energy Strategy.

²⁸ <http://www.bathnes.gov.uk/services/planning-and-building-control/planning-policy/evidence-base/sustainability>

Table 16: Target and Actual CO2 Emissions in B&NES in 2009 (Environment Sustainability and Climate Change Strategy 2012-2015)



6.21 The role of Local Authorities will be key in ensuring effective and intensive delivery of the ECO and Green Deal. Local Authorities could choose to deliver the Green Deal directly themselves or in partnership with commercial partners and local organisations. In respect of the ECO, Local Authorities are likely to act as partners, adding value by, for example, providing information on local housing stock, and endorsing and helping market company activity to increase local acceptance and take-up.

Table 17: Bath District Heating Priority Areas

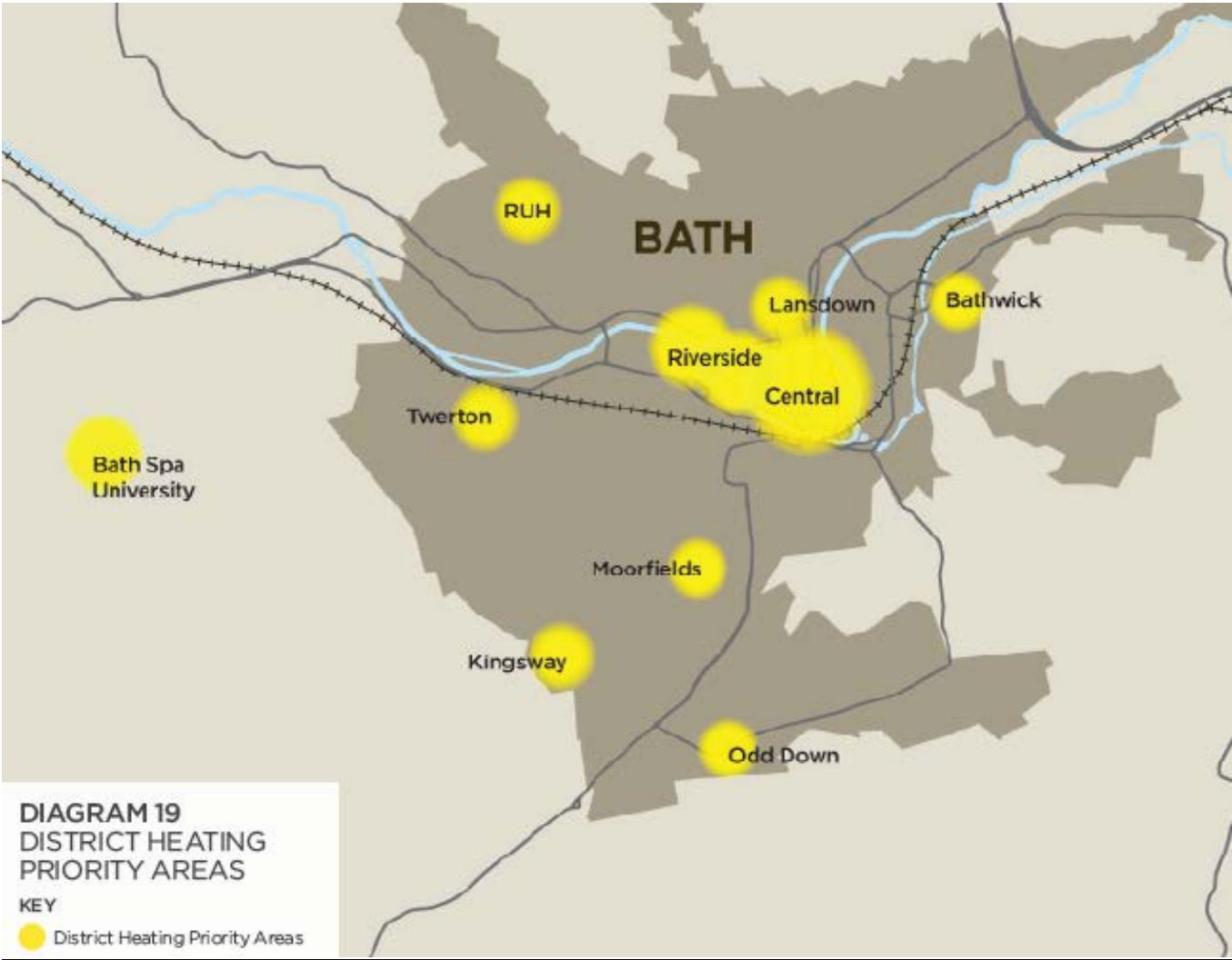


Table 18: Keynsham District Heating Priority Areas



Table 19: Somer Valley District Heating Priority Areas



ENERGY: DECENTRALISED, RENEWABLE & LOW CARBON

- 6.22 The Council has entered into a cooperation agreement²⁹ with **Bath and West Community Energy** (BWCE) to develop renewable energy and energy efficiency projects within B&NES. BWCE is set up to retain the economic benefits of renewable energy in the local area, and involve communities in their energy projects. The Cooperation Agreement creates a framework for the Council to support and work with BWCE on projects that help to achieve the Council's aims to reduce carbon emissions and increase community capacity and resilience. BWCE aims to generate at least 25% of the draft Core Strategy renewable energy target by 2026, amounting to over 25MWe, through community-based, local projects. BWCE have commenced on a programme to provide solar panels on existing school buildings within B&NES. In this scheme BWCE buys panels to put on a school roof, the school gets the free electricity and BWCE collects the Feed In Tariff to pay back their investment, with the surplus going into a Community Fund. The panels will typically produce between 10% and 25% of a schools energy need.
- 6.23 The rollout of **smart meters** is a Nationally Significant Scheme as identified in the National Infrastructure Plan. The rollout is due to complete by 2019 so that electricity consumers can participate actively in helping reduce carbon intensity (by consuming less energy) and maintain security of supply (by smoothing their consumption over time). Development of the communications and data infrastructure required to support smart meters is expected to commence by 2014.

INFRASTRUCTURE REQUIREMENT

Reference	Item	Status	Estimated Cost	Phasing			Policy Area
				11/12 to 15/16	16/17 to 20/21	21/22 to 25/26	
DWI.19	District Heating	Desirable	Not quantified	➤	➤	➤	District Wide
DWI.28	Renewable Energy Infrastructure	Desirable	Not quantified	➤	➤	➤	District Wide
DWI.33	Retrofitting Existing Dwellings	Desirable	Not quantified	➤	➤	➤	District Wide
DWI.34	Infrastructure for local energy crop processing and distribution	Desirable	Not quantified	➤	➤	➤	District Wide
DWI.41	Smart Meter Rollout	Key	Not quantified	➤	✓		District Wide
Bl.7	Bath Centre District Heating Network	Key	£5,010,224	➤	➤	➤	Bath
Bl.8	Bath Riverside District Heating Network	Desirable	£5,448,996	➤	➤	➤	Bath
Bl.40e	Renewable energy infrastructure at Weston Urban Extension	Key	Not quantified	➤	➤	➤	Bath
Bl.42d	Renewable energy infrastructure at Odd Down Urban Extension	Key	Not quantified	➤	➤	➤	Bath
KI.9	Keynsham District Heating Network	Desirable	£970,181	➤	➤	➤	Keynsham

²⁹ <http://democracy.bathnes.gov.uk/documents/s7977/Appx%201%20BCE%20Cooperation%20Agreement.pdf>

EDUCATION: EARLY YEARS

NATIONAL

- 7.1 The **Childcare Act 2006**³⁰ requires local authorities to carry out and publish a sufficiency assessment of childcare in their area at least every 3 years. Local authorities are under a duty to ensure that there is sufficient childcare provision to meet the requirements of parents in the local authority's area who require childcare in order to enable them to take up, or remain in, work, or undertake education or training which could reasonably be expected to assist them to obtain work.
- 7.2 Early years provision is triggered by changes to local infrastructure that will result in insufficient childcare as a result of the development; and/or market failure either due to financial failure of a provider serving an area or regulation failure e.g. Ofsted report unsatisfactory indicating that provision is poor within that area and an alternative is required in order for children to benefit and achieve good or better outcomes.
- 7.3 The **Education Funding Agency** is the Department for Education's (DfE) delivery agency for funding and compliance. They provide revenue and capital funding for education for learners between the ages of 3 and 19, or the ages of 3 and 25 for those with learning difficulties and disabilities. They also support the delivery of building and maintenance programmes for schools, academies, Free Schools and sixth-form colleges.

LOCAL

- 7.4 Currently around 20% of children aged 0-2 and 95% of children aged 3-4 take up Early Years services.
- 7.5 The latest sufficiency assessment of childcare in B&NES was published in September 2012³¹. It is expected that delivery of provision is through the Private, Voluntary or Independent (PVI) sectors with the Council only being a provider of last resort.
- 7.6 There has been an increase in the number of childcare places over the last few years but variations between children's centre areas continue.
- 7.7 Keynsham Children's Centre has experienced the biggest growth as a result of new and expanded provision opening within the area. One completely new nursery and one existing provider increasing their capacity have more than offset the one closure within the area.
- 7.8 Twerton, Radstock and Paulton still remain areas where supply is well below the average ratio for Bath and North East Somerset Council. Radstock and Paulton did experience a slight growth in places but remain well below the average level of provision. In Twerton there was a small decrease in the number of places on offer.

³⁰ http://webarchive.nationalarchives.gov.uk/20100418065544/http://www.opsi.gov.uk/acts/acts2006/pdf/ukpga_20060021_en.pdf

³¹ http://www.bathnes.gov.uk/sites/default/files/siteimages/autumn_2012_6_month_update.pdf

EDUCATION: EARLY YEARS

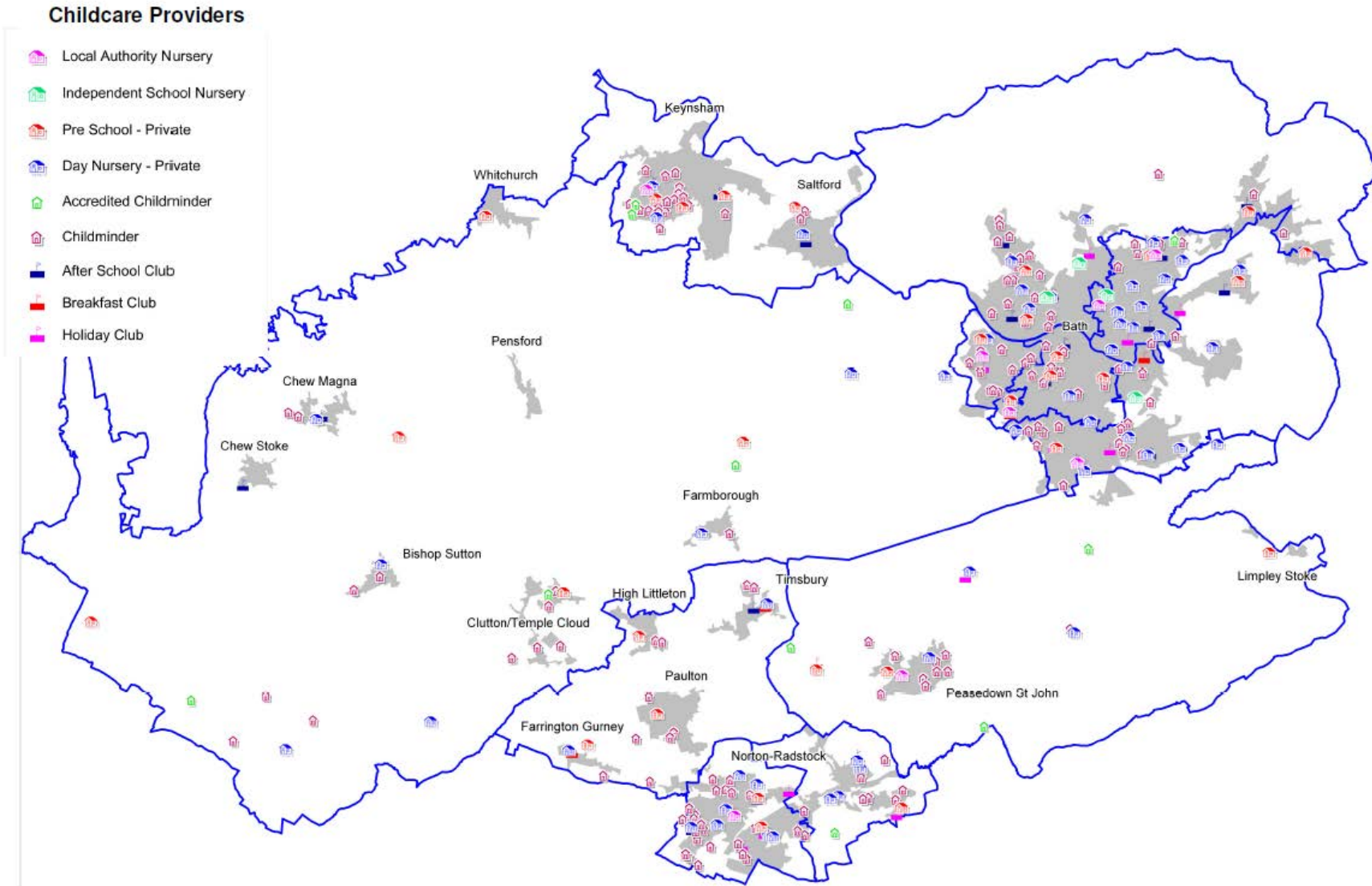
Figure 20: Childcare ratio analysis (September 2012)

Children's Centre	2010			September 2011			April 2012			September 2012		
	Childcare places	Number of children 0-11	Ratio of childcare places to children	Childcare Places	* Number of children 0-11	Ratio of childcare places to children	Childcare Places	* Number of children 0-11	Ratio of childcare places to children	Childcare Places	* Number of children 0-11	Ratio of childcare places to children
Chew Valley	598	1910	0.31	628	2090	0.30	680	2082	0.33	698	2075	0.34
Keynsham	684	2386	0.29	702	2415	0.29	709	2422	0.29	879	2448	0.36
Midsomer Norton	674	2015	0.33	677	2068	0.33	614	2084	0.29	609	2131	0.29
Moorlands	516	1885	0.27	537	1938	0.28	539	1953	0.28	535	1943	0.28
Parkside	931	2552	0.36	942	2570	0.37	908	2576	0.35	916	2538	0.36
Paulton	283	1491	0.19	349	1533	0.23	310	1528	0.20	337	1568	0.21
Peasedown	433	1571	0.28	454	1394	0.33	430	1408	0.31	394	1342	0.29
Radstock	194	1180	0.16	204	1209	0.17	232	1215	0.19	245	1203	0.20
St Martins	722	2528	0.29	721	2635	0.27	737	2653	0.28	727	2642	0.28
Twerton	259	1435	0.18	261	1473	0.18	263	1465	0.18	255	1510	0.17
Weston	950	2606	0.36	961	2625	0.37	944	2629	0.36	899	2696	0.33
Total	6244	21559	0.29	6436	21950	0.29	6366	22015	0.29	6494	22096	0.29

EDUCATION: EARLY YEARS

- 7.9 Within each area there are initiatives either underway or due to start which should increase the amount of places on offer. Within Paulton Children's Centre area it is anticipated that the local expansion of Paulton itself will increase the demand for places and that the proposed new provision within local plans may only absorb the new children and the existing gap in places will remain.
- 7.10 There is currently an initiative underway to increase the out of school childcare options in Combe Down which would close the gap in the St Martins Children Centre area to the Council average.
- 7.11 Conclusions from this sufficiency report must be considered within the following context/facts:
- the local area has a larger than national average number of private and voluntary providers over which the Council has limited influence
 - the choice of childcare provider is a personal decision and there will always be some provision which is more popular than others
 - the number of children requiring childcare and the number of childcare places being provided is in a constant state of flux
 - the most popular form of childcare continues to be family members
- 7.12 Much of the early years capital work carried out by the Council during the last 10 years was a result of funding received from the Department for Education. Following the current spending round announcements from 2011-2013 there is no capital funding coming to the Council from this source. However, the legislation of the 2006 Childcare Act is still in place and the Council has a statutory duty to ensure sufficiency of early years provision.

Figure 21: Childcare Providers within B&NES



EDUCATION: EARLY YEARS

INFRASTRUCTURE REQUIREMENT

Reference	Item	Status	Estimated Cost	Phasing			Policy Area
				11/12 to 15/16	16/17 to 20/21	21/22 to 25/26	
DWI.3a	Early Years provision	Key	Not quantified	➤	➤	➤	District Wide
BI.9a	New early years facility and primary school at MOD Foxhill site	Key	c. £5,000,000		➤	➤	Bath
BI.21	Additional Early Years, Primary & Secondary Education capacity in Bath	Key	c. £5,000,000	➤	➤	➤	Bath
MNRI.27	Additional Early Years, Primary & Secondary Education capacity in Midsomer Norton and Radstock	Key	Not quantified	➤	➤	➤	Somer Valley
KI.7	New early years facility and primary school at Somerdale	Key	c. £5,000,000	➤	➤	➤	Keynsham
RI.10	Additional Early Years, Primary & Secondary Education capacity in the Rural Areas	Key	Not quantified	➤	➤	➤	Rural areas

NATIONAL

- 8.1 Schools are at the centre of their communities, they are critical to the development of resilient, confident and able citizens. Schools form a critical part of the universal public service to families and must play a full role within the delivery of good outcomes for all children and young people. The local authority believes that all children have the right to a quality local school and also believes that every child has the right to the best opportunities that can be provided to meet their specific educational needs. Increasingly schools are becoming and will continue to be more accountable to the public and parents. The LA role will shift to commissioning, brokerage of support and provision of information to parents as 'consumers' of education for their children.
- 8.2 **The Academies Act**³² (2010) has widened the range of schools able to seek to become an academy so that any school can seek to become an academy. The Government is also promoting the creation of new 'Free Schools' where there is demand to improve parental choice and quality. Free schools will operate in the same way as academies. Each academy becomes a publicly funded, independent school. It is independent of the LA and has an individual funding agreement with central Government. All elements of funding provided to the local authority which relate to the provision of services or support to the academy are removed from the local authority and allocated to the academy. The local authority retains a number of statutory responsibilities (notably school place planning; home to school transport; statementing processes for children and young people with Special Educational Needs) for children and young people and must provide services to these children irrespective of the type of school attended. Admission to Academies, Foundation and Voluntary Aided Schools is the responsibility of the Academy Trust or the governors of the school.
- 8.3 The **Education Funding Agency** (EFA) is the Department for Education's (DfE) delivery agency for funding and compliance. They provide revenue and capital funding for education for learners between the ages of 3 and 19, or the ages of 3 and 25 for those with learning difficulties and disabilities. They also support the delivery of building and maintenance programmes for schools, academies, Free Schools and sixth-form colleges.
- 8.4 The Government is reviewing schools capital funding following the **James Review** of the **Building Schools for the Future** programme and in light of the expansion of the Academies programme. As a consequence allocations from the DfE under the two main funding headings of Basic Need and Capital Maintenance are being made on an annual rather than the previous three year basis.
- 8.5 DfE have also confirmed that they will introduce a national funding formula in the next spending review period to ensure schools in similar circumstances and with similar intakes receive similar levels of funding. DfE have pledged to simplify the way Local Authorities and the EFA currently fund schools so that it is more consistent and better focused on the needs of pupils.
- 8.6 Because of changes in the law, no infant class can now have more than 30 pupils in it. The declared intention of this Government is to reduce class sizes and thus improve the quality of the children's educational experience.

³² <http://www.legislation.gov.uk/ukpga/2010/32/contents>

8.7 *The School Premises (England) Regulations 2012*³³ set the minimum standards for school premises at maintained schools, covering toilet and washing facilities; medical accommodation; health, safety and welfare; acoustics; lighting; water supplies; and outdoor space. They will be applied to independent schools (including Free Schools and Academies) through a parallel amendment to the Independent School Standards. The regulations require that 'suitable outdoor space must be provided in order to enable physical education to be provided to pupils in accordance with the school curriculum; and pupils to play outside'.

LOCAL

8.8 There are a total of 62 primary, infant and junior school within B&NES:

- 28 Community Schools
- 24 Voluntary Controlled Church of England Schools
- 7 Voluntary Aided Church of England Schools
- 2 Voluntary Aided Catholic Schools
- 1 Church of England Academy
- (Including 3 Federations, each of 2 schools, and 1 Federation of 3 schools)

8.9 There are three special schools and three primary schools with Resource Bases within the area, for children who have particular special education needs.

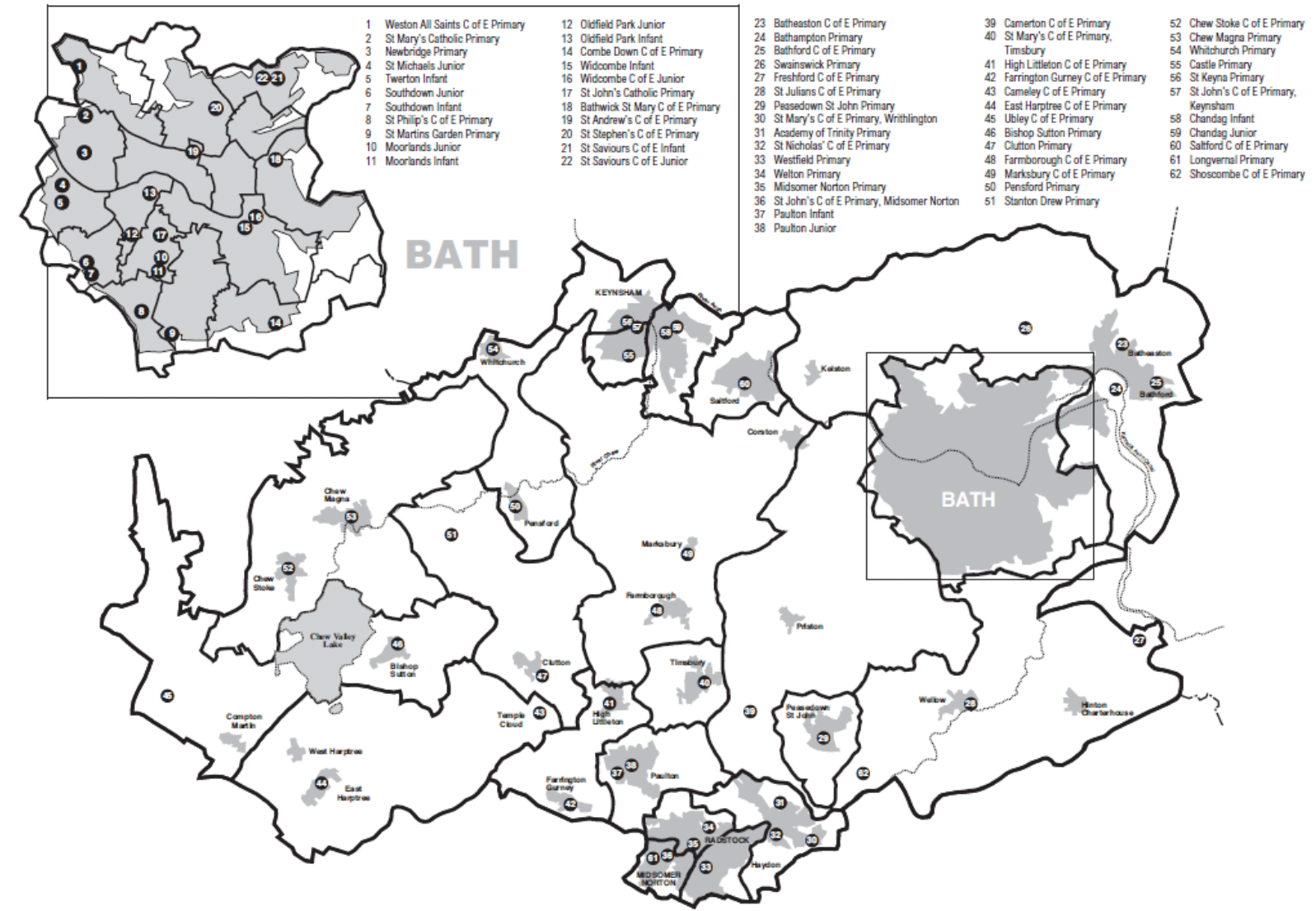
8.10 The future need for primary school places is expected to be affected by underlying population growth coupled with pupils generated from new housing developments. The impact of this will vary from area to area across the Authority depending on where the population growth is taking place.

8.11 Some Basic Need funding is currently allocated by the Department for Education (DfE) to provide additional school places where there is growth in pupil numbers as a result of general underlying population growth that is not specifically linked to a particular housing development. Developer Contributions are designed to mitigate any negative impacts of a new development in an area, where the additional housing might put pressure on local services. Where children generated by new housing developments cannot be accommodated in existing school provision, Developer Contributions will be sought from developers in order to allow the Authority to provide the additional school places necessary. This could be in the form of additional accommodation added to existing schools where this is possible or via the provision of whole new schools to serve the development. Developer Contributions could be in the form of capital to build the new accommodation and where necessary, land to build on.

³³ http://www.legislation.gov.uk/uksi/2012/1943/pdfs/uksem_20121943_en.pdf

EDUCATION: PRIMARY EDUCATION

Figure 22: Primary Schools within B&NES



EDUCATION: PRIMARY EDUCATION

Figure 23: Resident population and births for 0-13 year olds as at September 2011 (B&NES)

Age in 2011	13	12	11	10	9	8	7	6	5	4	3	2	1	0
Year of Birth	97-98	98-99	99-00	00-01	01-02	02-03	03-04	04-05	05-06	06-07	07-08	08-09	09-10	10-11
Year Enter YR	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
Year Enter Y7	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
Total Resident	1997	1914	1863	1802	1842	1745	1744	1837	1820	1948	1815	1803	1841	1905
Total Births	1610	1620	1641	1628	1646	1644	1643	1696	1720	1832	1774	1704	1698	1830

8.12 As far as possible, school places should be distributed to meet current and projected needs and to ensure that sufficient school places are available reasonably close to the communities they serve. The expected YR figures for 2012-2015 are shown in the B&NES *Primary and Secondary School organisation Plan 2011-2015*³⁴.

8.13 In general, the majority of existing primary schools are either already at capacity or projected to reach capacity within the next few years. And it is anticipated that there will be minimal or nil surplus capacity to absorb primary age children generated from future new housing development. Developer contributions will be required in order to provide additional primary school places to accommodate them.

Bath

8.14 Many of the existing primary schools in Bath have limited or no capacity for extension or expansion on site. This is particularly the case for schools in the north and central part of the city as sites are constrained in size, often located on sloping land and sitting within the Conservation Area, therefore land for new schools will be required.

8.15 The new housing development in the north of the city planned for the Ministry of Defence (MoD) Enleigh site is expected to trigger the need for a new school. This is likely to be required in the very early stages of development in order to accommodate the children from the new development as they appear because all of the schools in this area are either already at capacity, or projected to be at capacity within a very short period.

³⁴ <http://democracy.bathnes.gov.uk/documents/s16034/Appdx1.pdf>

EDUCATION: PRIMARY EDUCATION

- 8.16 There will also be an additional need for a smaller number of primary school places generated by the development of the MoD Warminster Road site and also some additional places in the north of the city as a result of various smaller developments planned for this area. All of the above are estimated to amount to approximately 380 places. Due to the lack of available alternative sites within reasonable proximity of the MoD Warminster Road site and the inadequate capacity to expand existing schools, there is a requirement in the MoD Concept Statements for developers to provide sufficient land and to fund the construction of a 210 place school and associated facilities on the MoD Warminster Road site as a minimum.
- 8.17 Further planned development within the central and river corridor area of Bath in addition to the Crest development currently underway, is likely to result in the need to provide a further 210 place school in addition to the new 210 place school planned for the Crest site.
- 8.18 The housing development planned for the MoD Foxhill site in south Bath is likely to trigger the need for a new 210 place on-site primary school.
- 8.19 The exact number of additional places required in total will depend on the housing mix in these new developments – how many dwellings are flats, how many houses and how many bedrooms they have – but it is estimated that a total of approximately 1,000 new places will be required and sites for new schools will need to be allocated. It is expected that these places will be delivered via Developer Contributions in the form of capital and also land where appropriate.

Keynsham

- 8.20 In Keynsham there is considered to be limited future scope for existing primary schools to accommodate growth utilising Developer Contributions to add extra capacity. This is due to both the more significant growth anticipated in this area and the fact that the existing school sites do not lend themselves to expansion. It is proposed to use Developer Contributions to expand Castle primary school in order to accommodate the pupils generated by the K2 housing development in South West Keynsham, which will take this school site to capacity and an additional area of land and capital will be provided by the developer in order to do this.
- 8.21 It is anticipated that a new 210 place on-site primary school will be required as a result of the housing development planned for the Somerdale factory site in Keynsham and Developer Contributions in the form of capital and land will be sought to secure these facilities.

Somer Valley

- 8.22 In Midsomer Norton and Radstock there is considered to be greater scope for existing primary schools 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 on existing school sites. It is not anticipated at this stage that any whole new schools will be required. However any further significant housing development in Peasedown St John or Paulton is very likely to create a need for additional land for a new school to serve these areas as the existing schools cannot take any further expansion above that already planned.

EDUCATION: PRIMARY EDUCATION

- 8.23 It is proposed to use a Developer Contribution in the form of capital to expand Paulton Infant and Junior schools in order to accommodate the pupils generated by the Bovis Homes development on the former Polestar Purnell factory site in Paulton, taking these school sites to capacity. Some expansion is also planned for Peasedown St. John Primary school for the Wellow Lane/Braysdown Lane development in Peasedown St. John using a capital Developer Contribution.

Rural areas

- 8.24 In the rural areas there is generally considered to be greater scope for existing primary schools to accommodate growth utilising Developer Contributions to add extra capacity. This is due to both the lower levels of growth anticipated which is also intended to be spread throughout various village centres across the area and not concentrated in one place and the greater potential for extension or expansion of existing school sites. However some rural school sites do not lend themselves to expansion as they are on constrained sites and development in these areas could be an issue. It is not anticipated that any new schools will be required.

Strategy

- 8.25 Sufficient school places must be provided so that the Council can meet its statutory obligation to provide a school place for every child that requires one. Where possible existing schools should be expanded within their existing site or via the addition of an adjoining area of land. If this is not possible, expansion and relocation of an existing school may be considered. If this is not possible, new schools will be required on new sites.
- 8.26 All schools, including new and expanded schools are encouraged to be run in accordance with the Council's aspiration that schools are 'community hubs' in order to achieve:
- Schools that work within the local community and actively encourage those nearby to attend.
 - School buildings that feature a range of services, all of which serve the wider community. Examples include healthcare; early years provision; Citizens Advice and youth provision.
 - School buildings that are used to their maximum capacity, such as during evenings, at weekends, and during all school holidays e.g. through holiday clubs.
- 8.27 New primary schools will be expected to be all through schools (ages 4-11). New primary schools would be a minimum size of 210 places. If an existing school is to be expanded it should have good educational standards with an OFSTED rating of Outstanding or Good.

Accessibility

EDUCATION: PRIMARY EDUCATION

8.28 The Council is aware that some of the older primary schools in particular are not easily accessible for physically disabled children or parents. The Council is working towards making all schools more accessible; however, the strategy agreed by the Council is that at least one primary school will be made fully accessible in each area, so that every child will have an accessible local school. Seventeen primary schools have therefore been designated “Accessible Schools” and while not all of these are fully accessible yet, they can generally meet a limited range of disabilities. The brand new primary schools are all fully accessible.

Figure 24: Designated Accessible Schools in B&NES

The 18 designated accessible schools are:	
Area	Primary School
North & Central Bath	St Andrews CE VA Primary
	Widcombe Infant and Widcombe Junior
North West Bath	St Mary's Catholic Primary
South East Bath	St Martin's Garden Primary School
	Freshford Primary
Central Bath & North East Somerset	Paulton Infant and Paulton Junior
North Bath & North East Somerset	Castle Primary
West Bath & North East Somerset	Chew Stoke Primary
Bathavon	Batheaston Primary
Midsomer Norton	Midsomer Norton Primary
Peasedown	Shoscombe Primary
Radstock	St Mary's Primary, Writhlington
The new fully accessible Primary Schools are:	
Academy of Trinity Primary	St John's Catholic Primary
St Nicholas Primary	St Keyna Primary

8.29 The previous Governments **Primary Capital Programme** was a major commitment to capital investment in Primary Schools nationally, seeking to address the most pressing condition and suitability needs of 50% of schools. The aim was to address the national objectives of providing equal access to quality school places and raise educational standards. Schools such as Batheaston Primary School and Midsomer Norton Primary School have benefitted from the Primary Capital Programme with new buildings.

EDUCATION: PRIMARY EDUCATION

8.30 The Council has Capital Maintenance Funding 2012/13 of £2.403m. This is to address worst condition items at schools. This is a reduction of £900,000 from 2011/12 levels to reflect schools becoming academies. The Council also has Basic Need funding 2012/13 of £2.118m. This is to provide additional pupil places where there is underlying population growth. The DfE capital allocations are grant funding with no borrowing requirement.

INFRASTRUCTURE REQUIREMENT

Reference	Item	Status	Estimated Cost	Phasing			Policy Area
				11/12 to 15/16	16/17 to 20/21	21/22 to 25/26	
DWI.3b	Primary Education	Key	Not quantified	➤	➤	➤	District Wide
BI.3a	New Primary School at Bath Western Riverside	Key	c. £5,000,000		✓		Bath
BI.9a	New early years facility and primary school at MOD Foxhill site	Key	c. £5,000,000		➤	➤	Bath
BI.14	Weston All Saints Primary School: New buildings	Complete	£3,600,000	Complete			Bath
BI.21	Additional Early Years, Primary & Secondary Education capacity in Bath	Key	c. £5,000,000	➤	➤	➤	Bath
BI.27b	New primary school at MOD Ensleigh site (and other educational requirements)	Key	c. £5,000,000	➤	➤	➤	Bath
BI40b	Educational Infrastructure for Weston Urban Extension	Key	c.£5,000,000	➤	➤	➤	Bath
BI41a	Educational Infrastructure for Odd Down Urban Extension	Key	c.£5,000,000	➤	➤	➤	Bath
MNRI.10	Midsomer Norton Primary School: New buildings	Complete	£2,300,000	Complete			Somer Valley
MNRI.27	Additional Early Years, Primary & Secondary Education capacity in Midsomer Norton and Radstock	Key	Not quantified	➤	➤	➤	Somer Valley
KI.7	New early years facility and primary school at Somerdale	Key	c. £5,000,000	➤	➤	➤	Keynsham
KI.16	Additional Early Years, Primary & Secondary Education capacity in Keynsham	Key	Not quantified	➤	➤	➤	Keynsham

EDUCATION: PRIMARY EDUCATION

KI.20a	Educational Infrastructure for East of Keynsham Urban Extension	Key	c. £5,000,000	➤	➤	➤	Keynsham
KI.21a	Educational Infrastructure for South of Keynsham Urban Extension	Key	c. £5,000,000	➤	➤	➤	Keynsham
RI.10	Additional Early Years, Primary & Secondary Education capacity in the Rural Areas	Key	Not quantified	➤	➤	➤	Rural areas
RI.14a	Educational Infrastructure for Whitchurch Urban Extension	Key	c. £5,000,000	➤	➤	➤	Rural areas

EDUCATION: SECONDARY EDUCATION

NATIONAL

- 9.1 The **Education Funding Agency** is the DfE's delivery agency for funding and compliance. They provide revenue and capital funding for education for learners between the ages of 3 and 19, or the ages of 3 and 25 for those with learning difficulties and disabilities. They also support the delivery of building and maintenance programmes for schools, academies, Free Schools and sixth-form colleges.
- 9.2 The Government is reviewing schools capital funding following the James Review of the Building Schools for the Future programme and in light of the expansion of the Academies programme. As a consequence allocations from the DfE under the two main funding headings of Basic Need and Capital Maintenance are being made on an annual rather than the previous three year basis and so there is no certainty of the levels of funding in 2013/14 or future years.
- 9.3 **The School Premises (England) Regulations 2012** set the minimum standards for school premises at maintained schools, covering toilet and washing facilities; medical accommodation; health, safety and welfare; acoustics; lighting; water supplies; and outdoor space. They will be applied to independent schools (including Free Schools and Academies) through a parallel amendment to the Independent School Standards. The regulations require that 'suitable outdoor space must be provided in order to enable physical education to be provided to pupils in accordance with the school curriculum; and pupils to play outside'. This removes the previous requirement for secondary schools to provide pitches ranging from 5,000sqm for the smallest schools to 35,000sqm for schools with 600 pupils or more.

LOCAL

- 9.4 There are a total of 13 secondary schools within B&NES:
- Academies
 - 2 Community Schools (Both expected to become Academies by the end of 2012)
 - 1 Foundation School
 - 1 Voluntary Aided Catholic School
 - 1 Voluntary Aided Church of England School
 - (Including 2 Federations, each of 2 schools)
 - 10 schools have sixth forms
 - 10 schools are co-educational
 - 1 school is single sex boys and 1 school is single sex girls
- 9.5 Current forecasts indicate that existing secondary school and sixth form provision is expected to be sufficient for future pupil numbers arising from underlying population growth and future house building within this period. Generally speaking secondary pupil numbers are expected to be lower over the next few years as the smaller numbers of primary pupils seen in the past reach secondary school age. Pupil numbers are

EDUCATION: SECONDARY EDUCATION

then expected to pick up again for admissions into Year 7 in 2018 when the current primary pupils who entered Reception in 2011 reach secondary school age and generally to remain higher from that point onwards.

- 9.6 The Authority is a net importer of pupils with many pupils travelling into the Authority from neighbouring Authorities. This creates challenges when planning secondary school places as these patterns can change. External factors such as the popularity of schools in neighbouring Authorities can affect the number of pupils that come into Bath and North East Somerset, as can changes to the schools in this Authority such as single sex schools becoming co-educational.
- 9.7 Should a future proposed new housing development in a particular area be projected to result in a shortfall of secondary school or sixth form places, the Authority will seek contributions from developers to provide additional places. If additional secondary and sixth form provision is required, this is likely to be delivered via the expansion of existing schools rather than by building whole new schools. This situation will continue to be monitored.

Bath

- 9.8 In the Bath area secondary pupil numbers are projected to gradually increase, although the capacity available within the seven schools in this area is still likely to be sufficient to meet demand if, over time, the new Year 7 pupils resident in the Catchment Area gradually fill most of the places that are currently taken up by out of catchment pupils, mainly at Oldfield. It is possible that available capacity could start to be met or exceeded, possibly starting in about 2018. The availability of existing capacity will continue to be monitored and should it be necessary to provide additional secondary school or sixth form provision in the future, this is likely to be provided via the use of developer contributions to expand existing schools and facilities.

Keynsham

- 9.9 In the Keynsham area there is projected to be sufficient secondary capacity as all of the planned housing development is expected to be within the Broadlands Catchment Area where there are projected to be secondary school spaces available in the future. The development on the Somerdale factory site might generate approximately 20 secondary age pupils per year group in addition to those within existing known developments and outlined previously. Additional sixth form places may be required. For any development within the Wellsway School catchment, this school is close to capacity, so contributions are likely to be required to expand capacity on site.

Somer Valley

EDUCATION: SECONDARY EDUCATION

- 9.10 In the Somer Valley area secondary pupil numbers are increasing and it is possible that the capacity available within Norton Hill, Somervale and Writhlington schools could start to be met or exceeded by admissions in about 2018 or possibly by 2017. It is possible that some of the out of catchment pupils on roll at the schools in this area could be displaced gradually over time as new Year 7 pupils living in the Catchment Area apply for a place at their local school, resulting in fewer places being available for pupils from outside the Catchment Area. The level of this availability will continue to be monitored and if additional accommodation was to be required in the future, this would be provided via the use of developer contributions to expand existing schools.

Rural Areas

- 9.11 There is also projected to be sufficient capacity in the Rural Area as the planned development in this area is on a smaller scale and most has already been accounted for within existing known developments. It is possible that some of the out of catchment pupils on roll could be displaced gradually over time as new Year 7 pupils living in the Catchment Area apply for a place at the school, resulting in fewer places being available for pupils from outside the Catchment Area.
- 9.12 New secondary schools will be expected to be secondary schools with a sixth form (ages 11-18). New secondary schools would be a minimum size of 600 places in Years 7 – 11. If an existing school is to be expanded it should have good educational standards with an OFSTED rating of Outstanding or Good.
- 9.13 The Council has **Capital Maintenance Funding** 2012/13 of £2.403m. This is to address worst condition items at schools. This is a reduction of £900,000 from 2011/12 levels to reflect schools becoming academies. The Council also has Basic Need funding 2012/13 of £2.118m. This is to provide additional pupil places where there is underlying population growth. The DfE capital allocations are grant funding with no borrowing requirement.

EDUCATION: SECONDARY EDUCATION

INFRASTRUCTURE REQUIREMENT

Reference	Item	Status	Estimated Cost	Phasing			Policy Area
				11/12 to 15/16	16/17 to 20/21	21/22 to 25/26	
DWI.3c	Secondary and Sixth Form Education	Key	Not quantified	➤	➤	➤	District Wide
BI.21	Additional Early Years, Primary & Secondary Education capacity in Bath	Key	c. £5,000,000	➤	➤	➤	Bath
MNRI.27	Additional Early Years, Primary & Secondary Education capacity in Midsomer Norton and Radstock	Key	Not quantified	➤	➤	➤	Somer Valley
KI.16	Additional Early Years, Primary & Secondary Education capacity in Keynsham	Key	Not quantified	➤	➤	➤	Keynsham
KI.18	New 6 court sports hall at Wellsway School	Complete	£2,747,000	Complete			Keynsham
RI.10	Additional Early Years, Primary & Secondary Education capacity in the Rural Areas	Key	Not quantified	➤	➤	➤	Rural areas

EDUCATION: FURTHER & HIGHER EDUCATION

NATIONAL

10.1 The **Education Funding Agency** is the DfE's delivery agency for funding and compliance. They provide revenue and capital funding for education for learners between the ages of 3 and 19, or the ages of 3 and 25 for those with learning difficulties and disabilities. They also support the delivery of building and maintenance programmes for schools, academies, Free Schools and sixth-form colleges.

LOCAL

10.2 Currently around 60% of pupils who have completed their secondary school education stay on to access Post 16 education. There are two further education colleges in the district (City of Bath College and Norton Radstock College). Responsibility for Further Education is being transferred from the LSCC to the Council. 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.

10.3 There are two higher education institutions in the district: the University of Bath and Bath Spa University.

10.4 The **University of Bath** prepared a Masterplan in 2009 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. Between 2009 and 2012 a number of site specific and contextual changes occurred that the University have incorporated into the **2009-2026 Masterplan Summary Update**.

10.5 Developments implemented on the campus since 2009 include: the demolition and replacement of 4 West; improvement of the Student Centre; improvement of the Arrivals Area; and the development of the East Building (and subsequent relocation of the clay tennis courts).

10.6 **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.

INFRASTRUCTURE REQUIREMENT

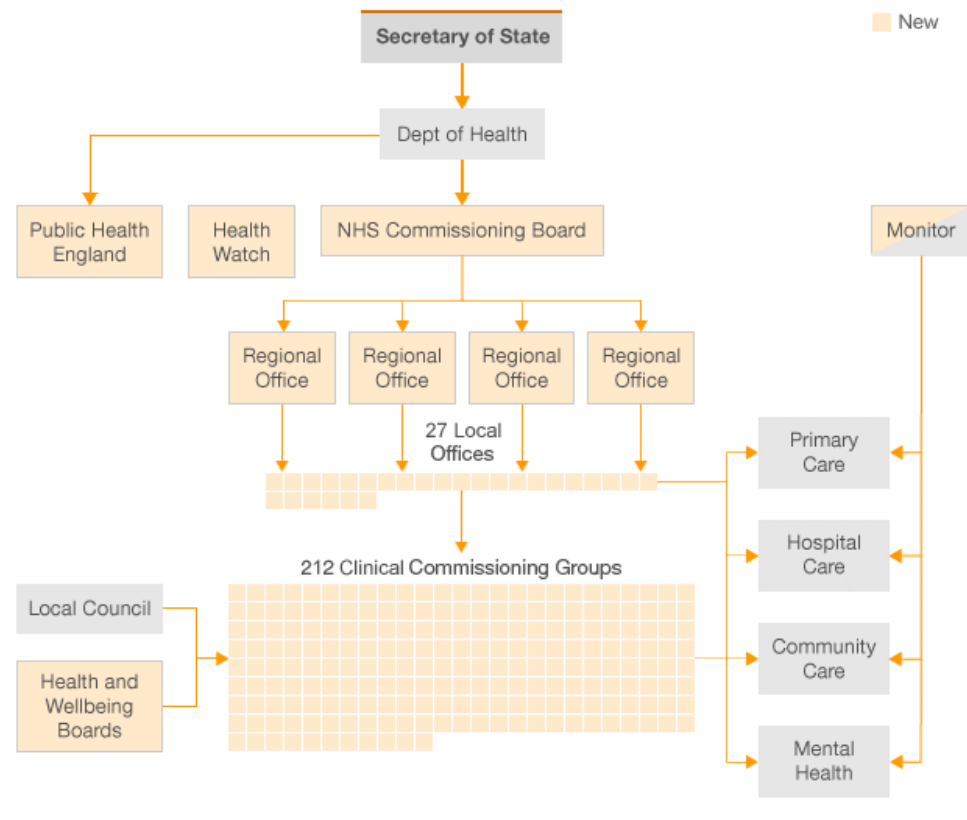
Reference	Item	Status	Estimated Cost	Phasing			Policy Area
				11/12 to 15/16	16/17 to 20/21	21/22 to 25/26	
DWI.20	Further Education	Desirable	Not quantified	➤	➤	➤	District Wide
DWI.21	Higher Education	Desirable	Not quantified	➤	➤	➤	District Wide
BI.34	Sixth Form accommodation at St Gregory's Catholic College	Desirable	£2,776,000	✓			Bath

HEALTH: PRIMARY CARE

NATIONAL

11.1 The *Health and Social Care Act*³⁵ transfers the responsibility for public health to upper-tier local authorities from April 2013. It also requires the creation of *Health and Wellbeing Boards* to bring together key commissioners from the local NHS and local government to strategically plan local health and social care services. The Board will be a statutory committee of upper-tier local authorities.

Figure 25: Overall structure of the NHS in England

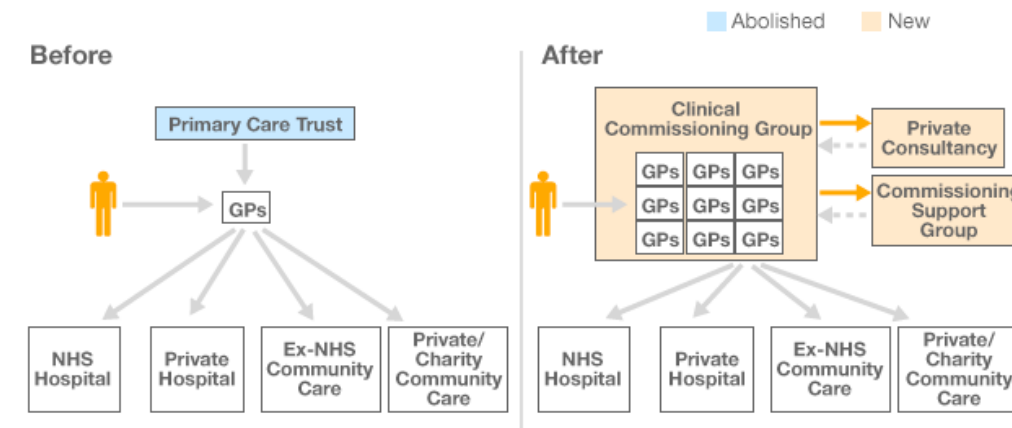


³⁵ <http://www.dh.gov.uk/health/2012/06/act-explained/>

HEALTH: PRIMARY CARE

- 11.2 The NPPF requires planners to promote healthy communities, use evidence to assess health and wellbeing needs, and work with public health leads and organisations.
- 11.3 From April 2013 the majority of local health services will be commissioned by **Clinical Commissioning Groups** (CCGs) made up of a number of local general practices. CCGs will be authorised by the **NHS Commissioning Board**. As part of the authorisation process, each CCG needs to demonstrate that it is engaged with the Health and Wellbeing Board.
- 11.4 CCGs and upper-tier local authorities are required to prepare an assessment of the relevant health and social care needs of the area through the Health and Wellbeing Board (the **Joint Strategic Needs Assessment**). The priorities within **Joint Health and Wellbeing Strategies** (JHWSs) will be based on the needs identified in JSNAs.
- 11.5 The **Public Health Outcomes Framework** sets the context for local areas to decide what public health interventions they will make. The body responsible for improving the health and wellbeing of the population and reducing inequalities in health and wellbeing outcomes is **Public Health England** (PHE). Its role will include 'delivering, supporting and enabling' improvements in health and wellbeing set out in the Public Health Outcomes Framework. PHE does not begin its role officially until April 2013.
- 11.6 CCGs will take over the role currently played by the Primary Care Trust (PCT) in commissioning primary medical services (such as GP practices). Currently, each PCT must, to the extent that it considers necessary to meet all reasonable requirements, exercise its powers so as to provide primary medical services within its area, or secure their provision within its area.

Figure 26: Clinical Commissioning Groups



HEALTH: PRIMARY CARE

LOCAL

11.7 **NHS B&NES** (the Primary Care Trust) was formed in April 2001 and provides Primary and Community services to, and is responsible for, all people registered with GPs in the area. NHS B&NES and the Council work within a formal **Health and Wellbeing Partnership** to commission integrated health, social care and housing services. From April 2013 the PCT will cease to exist as an organisation and the Health and Wellbeing board will take over their functions.

Figure 27: Current Care Quality Commission ratings for NHS organisations

Healthcare organisation	Overall Quality of Services	Financial Management Score
Royal United Hospital Bath NHS Trust	Good	Good
Bath and North East Somerset PCT	Good	Good
Avon and Wiltshire Mental Health Partnership NHS Trust	Fair	Good
Great Western Ambulance Service NHS Trust	Weak	Fair
Royal National Hospital for Rheumatic Diseases NHS Foundation Trust	Good	Fair

11.8 The **B&NES JSNA**³⁶ (2012) shows that the health of people in B&NES is generally better than the England average. Over the last 10 years, mortality rates for all causes have fallen from 731 per 100,000 in 1993 to 495 per 100,000 in 2010 (-32%). The four leading causes of mortality in B&NES are conditions of the heart, cancer, conditions of the lungs and diseases of the bowels, liver, kidney and stomach. Excess Winter Mortality peaked between 2006/7 and 2008/9; since 2008/9 the figure has dropped considerably.

11.9 An increase in life expectancy recorded at national level will create significant changes to our local population. Although the older population is not significantly over represented in B&NES, their numbers will increase in the future. At present one in five houses has older residents, and as the population ages the demand for appropriate housing will grow. B&NES has a higher than average number of people aged 65+ who are permanent residents of care homes (92 people per 10,000 in 2009/10). With increasing age, the profile of disease and cause of death changes, with increased prevalence of physical and mental frailty. This changing pattern will increase pressure on public, private and voluntary care provision.

11.10 Despite relatively low levels of social inequality, there are small geographical areas with notable issues. These areas are largely comprised of social housing estates. Overall, five areas are within the most notable 20% of the country across a range of data: Twerton West, Whiteway, Twerton, Fox Hill North, and Whiteway West. Social inequality has a significant relationship with a wide range of health and social care needs. People living in these areas live significantly shorter lives compared to other areas; a man born in one of these communities can expect to die 6.3 years younger than a man born in the 20% experiencing the least inequality. A greater rate of people die in these communities compared

³⁶ <http://www.bathnes.gov.uk/services/your-council-and-democracy/local-research-and-statistics/joint-strategic-needs-assessment>

HEALTH: PRIMARY CARE

to those experiencing the least inequality. This group also have a 60% higher prevalence of long term conditions and 60% higher severity of conditions than those living in areas suffering least inequalities. This cohort has been identified as being at particular risk of premature births. Babies born to mothers in this group are more likely to have a lower birth weight.

- 11.11 The **PCT** is required to ensure the provision of safe, secure, high quality healthcare buildings capable of supporting current and future service needs. The PCT property portfolio includes:
- St Martins Hospital in Bath that comprises in and outpatient facilities;
 - A community hospital site in Paulton with in and outpatient services and adjacent GP practice;
 - A Walk in Centre in Bath which also accommodates the GP out-of-hours service provided by Minerva;
 - A new health centre facility in Keynsham accommodating various primary care outpatient services and a GP practice.
- 11.12 The PCT **Estates Strategy**³⁷ identifies three geographical hubs of Keynsham/Chew Valley (at Keynsham Health Park); Norton Radstock (at The Hollies - an LA property hosting integration of service provision); and Bath (at St Martins Hospital and Riverside). Each of these Hubs will be the main base and focal point in each of the geographical areas which will link to and support the numerous other Primary Care services locations in each of the areas. Each Hub will be supported by NHS owned and/or controlled estate, identified as *Community Estate* and that estate owned /or controlled by the GP and Dental Practices, Pharmacies and Optometrists, known as the *Primary Care Estate*. The Estates Strategy has been developed considering the impact of the implementation of the Local Development Framework.
- 11.13 There are 28 **GP practices** within the PCT area; all lists are open, signifying that supply is at least matching demand. The GP registered population is 192,913. Provision is evidenced as being high quality through annual QUOF scores and by low exception reporting rates. A PCT survey of the Primary Care Estate has identified a number of premises owned /occupied by the GP practices, which ideally require investment or realignment in order to improve the quality and accessibility of services. In response to this, the Trust will be considering further investment in the primary care estate by reviewing the opportunities to improve utilisation.
- 11.14 The PCT is analysing its demographical data in respect of the community the Primary Care Estate serves, reviewing travel distances, list sizes and GP practice localities to ascertain the sufficiency of provision of premises in the correct localities. This will also include a review of the utilisation of premises and is likely to identify a rationalisation of provision in order to fund the expansion and improvement of the premises identified.
- 11.15 Subject to agreement of a primary care investment framework, the PCT would support GP premises improvements in the practices where condition surveys indicate category below condition 'B' The priorities for Primary care premises would be those in Estate code condition 'C' and B/C:

³⁷<http://www.banes.nhs.uk/sites/default/files/SiteCollectionDocuments/About%20Us/Board%20Papers/2010/Board%20Papers%208%20April%202010/Agenda%20item%208%20Estates%20Strategy%202009.19.pdf>

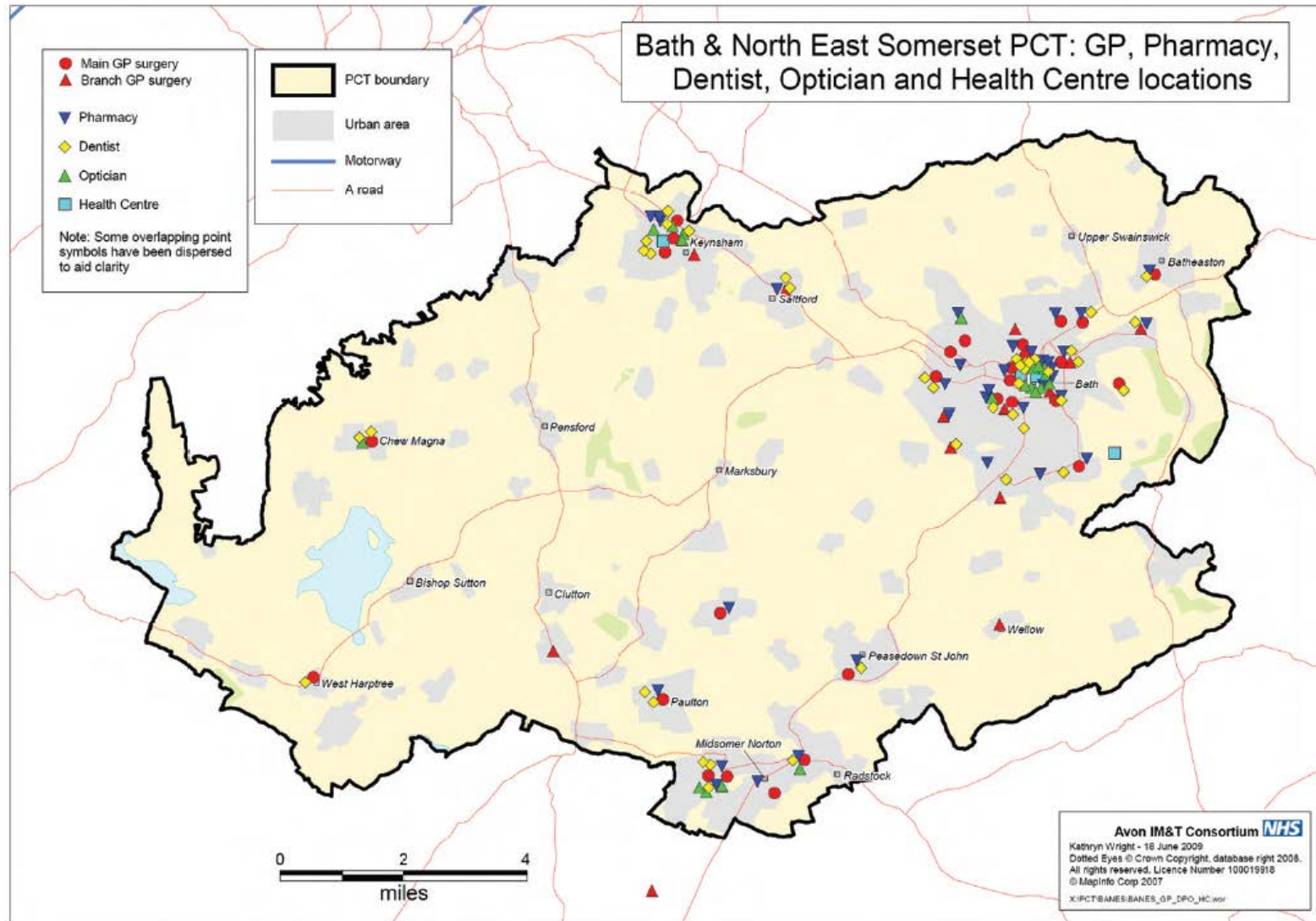
HEALTH: PRIMARY CARE

- St Augustine's
- Harptree
- Hope House
- Hillcrest
- Camely Branch Surgery
- Somerton
- Chew Magna

- 11.16 There are a high number of **dental practices** for the population size: 32 practices including 2 corporate groups and a range of independents. There is no overall market domination by any single group. There is a very good geographical spread. Dental services benchmark high against the vital signs quality indicators. B&NES has the lowest re-attendance rate in the South West. Building & estates are of variable quality.
- 11.17 B&NES has 35 local **pharmacists** spread across our local communities with no overall market domination and no significant performance issues.
- 11.18 There are 22 high street **opticians**, a relatively high number for the population size. Capacity to monitor quality of provision is limited but plans are being put in place for self-assessment. The Partnership acknowledges this as an area on which they need to make more progress.
- 11.19 No specific issues were raised in relation to primary care provision as part of the evidence gathering process for the IDP from B&NES PCT.
- 11.20 The RTPI recognises that neighbourhoods need to be planned not just to provide physical infrastructure such as GP surgeries, but also to promote walking and cycling, with easy access to well-managed formal and informal green spaces and play areas. The quality of the places in which we live, work, learn and play, as well as access to healthy food, is a major determinant to how active we are and is a central contribution to helping to reduce the onset of obesity and cardio-vascular diseases. Infrastructure provision for health is therefore linked with other 'categories' in the IDP, such as Green Infrastructure and Leisure, as well as requiring good urban design principles to be applied in designing new developments.

HEALTH: PRIMARY CARE

Figure 28: GP, Pharmacy, Dentist, Optician and Health Centre locations



HEALTH: PRIMARY CARE

INFRASTRUCTURE REQUIREMENT

Reference	Item	Status	Estimated Cost	Phasing			Policy Area
				11/12 to 15/16	16/17 to 20/21	21/22 to 25/26	
BI.3b	New GP surgery at Bath Western Riverside	Key	£1,500,000		✓		Bath
BI.9f	New Primary Care Facility at MOD Foxhill site	Key	£1,500,000		➤	➤	Bath
RI.2	New GP surgery at Chew Stoke	Complete	£3,000,000	Complete			Rural areas
RI.11	Redevelopment of Paulton Hospital	Desirable	£8,000,000	➤	➤	➤	Rural areas

HEALTH: URGENT & ELECTIVE SECONDARY HEALTHCARE

LOCAL

- 12.1 **The Royal United Hospital NHS Trust for major acute hospital services** (RUH) 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. The Trust was rated “good” for quality of care and management of resources by the Care Quality Commission for 2008/09. The RUH will become an NHS Foundation Trust in Spring 2012. The B&NES JSNA states that overall there is a significantly lower rate of outpatient attendances than the national average. Planned and unplanned admissions are lower than national averages. The number of patients who died following treatment at the RUH in 2010/11 (1,928) was lower than the number expected to die, and the RUH performs better than the England average for lower than expected deaths.
- 12.2 The RUH has a five year plan (**The Estates Plan**³⁸) which will see out-dated buildings replaced by new facilities including a new cancer centre and a new 368 space car park. This builds on the commitment in the RUH Strategic Direction document³⁹ (2009-2013) to deliver a phased estate redevelopment programme that substantially improves the environment of care for patients and staff.
- 12.3 The **University Hospitals Bristol NHS Foundation Trust** rated “good” for quality of care in 2008/9 and is the main university and teaching hospital providing the majority of tertiary services to the population of NHS B&NES.
- 12.4 The **Royal National Hospital for Rheumatic Diseases** is the provider of secondary care rheumatology services for B&NES, and a more specialist head injury service with a national reputation. Early Foundation Trust now struggling to demonstrate financial viability, scoring “good” for quality of care and “fair” for management of resources.
- 12.5 **Independent Sector Treatment Centres:** The nationally commissioned centre at Shepton Mallet provides choice in elective surgery with well-established elective flows. The PCT is commissioning up to £3m of services from the new NHS treatment centre at Emersons Green which opened in 2009, this is likely to impact on RUH, the existing ISTC and Bristol providers. Additionally a new private hospital has recently opened in Peasedown St John (left) and this is likely to be an NHS choice option.

INFRASTRUCTURE REQUIREMENT

Reference	Item	Status	Estimated Cost	Phasing			Policy Area
				11/12 to 15/16	16/17 to 20/21	21/22 to 25/26	
DWI.4	Acute Care	Key	£38,752,000	➤	✓		District Wide

³⁸ http://www.ruh.nhs.uk/about/trustboard/2011_06/documents/15_appendix_1.pdf

³⁹ <http://www.ruh.nhs.uk/foi/strategy.asp>

LOCAL

- 13.1 **Avon and Wiltshire Mental Health Partnership NHS Trust** is the main provider of specialist in patient and community mental health services. The Trust has been challenged both financially and in service terms but following investment from commissioners is now providing care which demonstrates fidelity to the DH model. The Trust is currently reviewing its timescale to progress into the Foundation Trust pipeline.
- 13.2 The **B&NES JSNA** states that based purely on service indicators, the quality of primary mental health services is generally in-line or better than national average.
- 13.3 The JSNA states that people experiencing mental disabilities are at risk of a wide range of associated orders and conditions. 46% of people with a mental health problem also have a long term condition, and 30% of people with a long term condition also have a mental health problem. Chronic physical health problems have been shown to exacerbate depression and vice versa.
- 13.4 Estimates in the JSNA suggest that over 18,500 people aged 16-64 have a common mental disorder in 2010/11 and 8,337 have 2 or more psychiatric disorders. Depression prevalence is high with 12.8% for 2010/11 (national 11.2%).

INFRASTRUCTURE REQUIREMENT

- None currently identified

NATIONAL

- 14.1 The Health and Social Care Act 2012 requires the creation of **Health and Wellbeing Boards** to bring together key commissioners from the local NHS and local government to strategically plan local health and social care services.
- 14.2 The **Reforming Care and Support White Paper**⁴⁰ (July 2012) announced a new care and support housing fund, which will provide £200m of capital funding over five years from 2013/14 to encourage providers to develop new accommodation options for older people and disabled adults. The Government believes that there is a particular need to develop a greater supply of accommodation for the growing number of older people who are homeowners, and will look at ways for the capital fund to encourage the development of specialised housing for this group. Extra-care homes provide good outcomes for recently retired people who have low-level care needs, as well as being a cost-effective alternative to residential care.
- 14.3 The Government expects the Department of Health and the NHS to give particular consideration to developing housing for older and disabled people when identifying and making available land which is no longer required for health purposes.

LOCAL

- 14.4 As PCTs are being phased out by the Government, a new social enterprise body (**Sirona Care & Health Community Interest Company**) has been created by B&NES Council and NHS B&NES to run £50m of services. This has been formally supported by the board of the South West Strategic Health Authority and was launched in October 2011. Sirona employs around 1,700 staff and is responsible for more than 60 services across health and social care. Sirona are responsible for the delivery of the community healthcare and adult social care services previously provided by the PCT and B&NES Council.
- 14.5 Great Western Hospitals NHS Foundation Trust (formally **Wiltshire Community Healthcare Services for maternity services**) provides maternity services for B&NES residents on the RUH and Paulton hospital sites and in the community. Currently managed by NHS Wiltshire, it is not yet clear what the future may hold as that PCT determine the future of their in house provided services.
- 14.6 There were 5,310 recipients of adult social care in 2010/11. 3,140 were aged 65+ and 2,170 aged 18-64. Out of the 500 providers of care within a 20 mile radius of Bath, 11 have been highlighted as needing to improve standards by CQC.
- 14.7 From April 2013 Healthwatch B&NES will operate as the new consumer champion for health and social care and will replace B&NES LINK which has undertaken this work since 2008. The role of Healthwatch is to promote the consumer interest of all those who use health and social care services.

⁴⁰ <http://www.dh.gov.uk/health/files/2012/07/White-Paper-Caring-for-our-future-reforming-care-and-support-PDF-1580K.pdf>

INFRASTRUCTURE REQUIREMENT

- None currently identified

NATIONAL

Waste

- 15.1 The UK currently produces less municipal waste per capita than some European neighbours but recycles less and sends a greater proportion to landfill than countries like France and Germany. The Government has made a commitment to work towards a 'zero waste' economy in the **Coalition Programme for Government**⁴¹ (May 2010) and reiterated their commitment to the waste hierarchy during a 2011 policy review⁴² giving top priority to waste prevention, followed by preparing for re-use, recycling, other types of recovery (including energy recovery), and last of all waste disposal. This means reducing the amount of waste that is produced and ensuring that all material resources are fully valued both during their productive life and at 'end of life' as waste. This will help deliver a healthier natural environment and reduced impacts on climate change. The Government's strategy for waste management is to improve performance across the waste hierarchy.
- 15.2 Achieving the ambitions of the waste hierarchy means having the appropriate waste processing and treatment infrastructure built and operated effectively to enable the most efficient treatment of waste and resources. Waste infrastructure provision is largely left to private sector and waste industry market mechanisms although local government contracting and procurement can have a significant role in stimulating infrastructure development. The Government aims to ensure that there are no unnecessary barriers to the market delivering the necessary infrastructure. A report by the Associate Parliamentary Sustainable Resource Group (APSRG) (September 2011) estimates that the UK will need to invest £8bn in improving waste infrastructure and management by 2020 to meet EU directives and avoid a fine for failing to cut the amount of waste going to landfill⁴³.
- 15.3 Where waste cannot be prevented or recycled, there are a number of technologies available to treat waste rather than send it to landfill. Each of these may have a role to play, given the variety of waste arising and the local situation. One example is an anaerobic digestion plant which could offer a local, environmentally sound option for treating segregated food waste or other suitable waste such as sewage sludge. This helps to divert waste from landfill, reduce greenhouse gas emissions, produce renewable energy and produce fertiliser, returning valuable nutrients to the land. Such facilities are being promoted by DEFRA in their **Anaerobic Digestion Strategy and Action Plan**⁴⁴. The **Waste and Resources Action Programme**⁴⁵ has set up a loan fund of £10m to provide debt finance to help stimulate investment in additional infrastructure to support this method of recovering energy from waste.
- 15.4 The **Waste Framework Directive** requires each EU member state to produce a Waste Management Plan. The Government is committed to delivering a new **National Waste Management Plan** for England by spring 2013. The **EU Landfill Directive**⁴⁶ targets that the amount of

⁴¹ http://www.direct.gov.uk/prod_consum_dg/groups/dg_digitalassets/@dg/@en/documents/digitalasset/dg_187876.pdf

⁴² <http://www.defra.gov.uk/publications/files/pb13540-waste-policy-review110614.pdf>

⁴³ <http://www.policyconnect.org.uk/sites/default/files/Rubbish%20to%20Resource%20Financing%20New%20Waste%20Infrastructure.pdf>

⁴⁴ <http://www.defra.gov.uk/publications/files/anaerobic-digestion-strat-action-plan.pdf>

⁴⁵ <http://www.wrap.org.uk/>

⁴⁶ http://ec.europa.eu/environment/waste/landfill_index.htm

biodegradable municipal waste sent to landfill should be reduced to 50% of the 1995 level in 2013 and 35% in 2020. The current proportion of UK municipal waste going to landfill is 49%, compared to a EU average of 37%. The **EU Waste Framework Directive**⁴⁷ targets that, by 2020, 50% of waste from households is recycled, and that at least 70% of construction and demolition waste is recovered. The recycling rate in England in 2010-11 was 41%.

- 15.5 Efforts to reduce the environmental impacts of waste nationally are affected by a number of challenges including a lack of recycling services in some areas and in relation to some materials, the high cost of some services and a lack of convenience, and a lack of awareness amongst small and medium-sized enterprises of their legal obligations and of services available in their area.
- 15.6 Commercial and industrial (C&I) waste has been identified as one of the priority industry sectors by the **Green Investment Bank**.
- 15.7 The **National Policy Statement for Hazardous Waste**⁴⁸ should remove some of the barriers to the development of major hazardous waste infrastructure and encourage industry to put forward development proposals for the infrastructure that is needed.

LOCAL

Waste

- 15.8 Local authorities remain responsible for developing local authority waste plans as part of their wider strategic planning responsibilities. The West of England's **Joint Waste Core Strategy**⁴⁹ aims to minimise waste and maximise self-containment within the West of England for Local Authority Collected Waste (mainly household waste) as well as other substantial waste streams such as from businesses across the sub-region. It includes a spatial strategy for the provision of residual waste treatment 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. Smaller scale waste management sites can be identified in future DPDs as required.
- 15.9 Local authorities are also responsible as Waste Collection and Disposal Authorities for delivering the collection service and treatment technology outcomes that best meet the need of the local people they serve. The Council adopted its Towards Zero Waste 2020 waste management strategy in 2005 and this is currently under review with a new action plan to be agreed.
- 15.10 Council waste assets in the district are significant and include 3 public recycling centres, collection depots and waste transfer sites, which deliver the wide-ranging and high-performing collection, recycling and disposal services that our residents are encouraged to participate in.

⁴⁷ <http://www.defra.gov.uk/environment/waste/legislation/eu-framework-directive/>

⁴⁸ <http://www.defra.gov.uk/consult/files/annex1.pdf>

⁴⁹ <http://www.westofengland.org/media/202981/jwcs%20-%20full%20page%20v8.pdf>

These assets will need to be redeveloped or new facilities planned, in line with potential growth in population and households; to adapt to possible changes in waste legislation and to maximise efficiencies and cost savings.

Minerals

- 15.11 Limestone is the principal commercial mineral worked in the area and is used predominantly for building and walling purposes. There are currently two active sites in the District at Upper Lawn Quarry at Combe Down in Bath and Hayes Wood mine near Limpley Stoke. Although there are known reserves, there is little likelihood of any former quarry or mine being reopened and worked during the plan period. Bath and North East Somerset will continue to rely on the import of minerals for general building construction. The transport of minerals is entirely by road and it is likely this will remain the case for the foreseeable future.
- 15.12 In terms of aggregates B&NES has never made any significant contribution to regional aggregates supply and because of the scale and nature of the mineral operations in the District and the geology of the area it is considered that this situation will continue for the plan period.
- 15.13 The Core Strategy confirms the Council's commitment to ensuring that mineral resources within the district continue to be safeguarded and sets out the strategic approach to minerals in the District. There is now an obligation on all Mineral Planning Authorities to define Minerals Safeguarding Areas to ensure mineral resources are not needlessly sterilised by non-mineral development. Detailed policies on managing minerals development, identifying sites and Minerals Safeguarding Areas will be developed through the Placemaking Plan as part of a review of existing minerals policies in the Local Plan.
- 15.14 Whilst it is not anticipated that there will be any significant changes to the current position regarding minerals during the plan period, and no additional infrastructure requirements have been identified, the situation will be reviewed should any new sites be identified through the Placemaking Plan.

MINERALS & WASTE

INFRASTRUCTURE REQUIREMENT

Reference	Item	Status	Estimated Cost	Phasing			Policy Area
				11/12 to 15/16	16/17 to 20/21	21/22 to 25/26	
DWI.2a	Residual and other waste treatment facilities	Key	Not quantified	➤	➤	➤	District Wide
DWI.2b	Council/Public Waste & Recycling Facilities	Key	Not quantified	➤	➤	➤	District Wide
Bl.3h	Relocation of Midland Road civic waste facility	Key	£4,600,000	➤	✓		Bath
Bl.13	Former Fuller's Earth Works Residual Waste Treatment Site	Desirable	Not quantified	➤	➤	➤	Bath
Kl.15	Broadmead Lane Residual Waste Management Site	Desirable	Not quantified	➤	➤	➤	Keyns ham
Kl.19	Relocation of waste transfer station to Pixash Lane	Key	£7,200,000	➤	✓		Keyns ham

NATIONAL

Primary legislation

Water Resources Act 1991⁵⁰

Water Industry Act 1991⁵¹

Water Act 2003⁵²

Environment Act 1995⁵³

Draft Water Bill⁵⁴

- 16.1 Water is precious and essential for life. Rainfall provides the fresh water we rely on and soaks into the ground (groundwater) or flows into lakes and rivers. The Government wants to ensure that the water system continues to meet the needs of a growing UK population and remains resilient in the face of a changing climate which could cause problems for water availability. At the moment our seasonal rainfall is fairly reliable, but it is likely that hotter drier summers in the future will mean there will be less water in our rivers and ground waters, placing additional pressures on the environment and ecology. It is projected that by the 2050s, summer temperatures may increase and summer rainfall decrease. Short duration droughts (12-18 months) are likely to become more frequent. Meeting demand sustainably will therefore require continued investment and innovation from water companies, demand management and changes in the way water resources are managed.
- 16.2 Water is treated to a high standard before we use it in our homes and businesses, and is stored for when we need it so we get continuous supplies no matter what the time of year. Clean drinking water is then pumped through a complex system of pipes to get it to where we need it, and at a pressure we can use. Transferring water long distances is expensive and uses a great deal of energy which is one reason why there is no national grid for water like electricity.
- 16.3 Total demand for water in the South West currently stands at around 989 million litres per day (MI/d) and could increase to 1215 MI/d by 2050. Population growth will increase demand for housing and create additional pressure on water resources. This in turn may need additional infrastructure in order to treat and supply water.
- 16.4 Households use about half of total public water supply. The average person in the South West uses 150 litres per day. Defra have an aspiration for a reduction to 130 litres by 2030, with water stressed areas at or close to 120 litres through continuing innovation and near-universal metering.

⁵⁰ <http://www.legislation.gov.uk/ukpga/1991/57/contents>

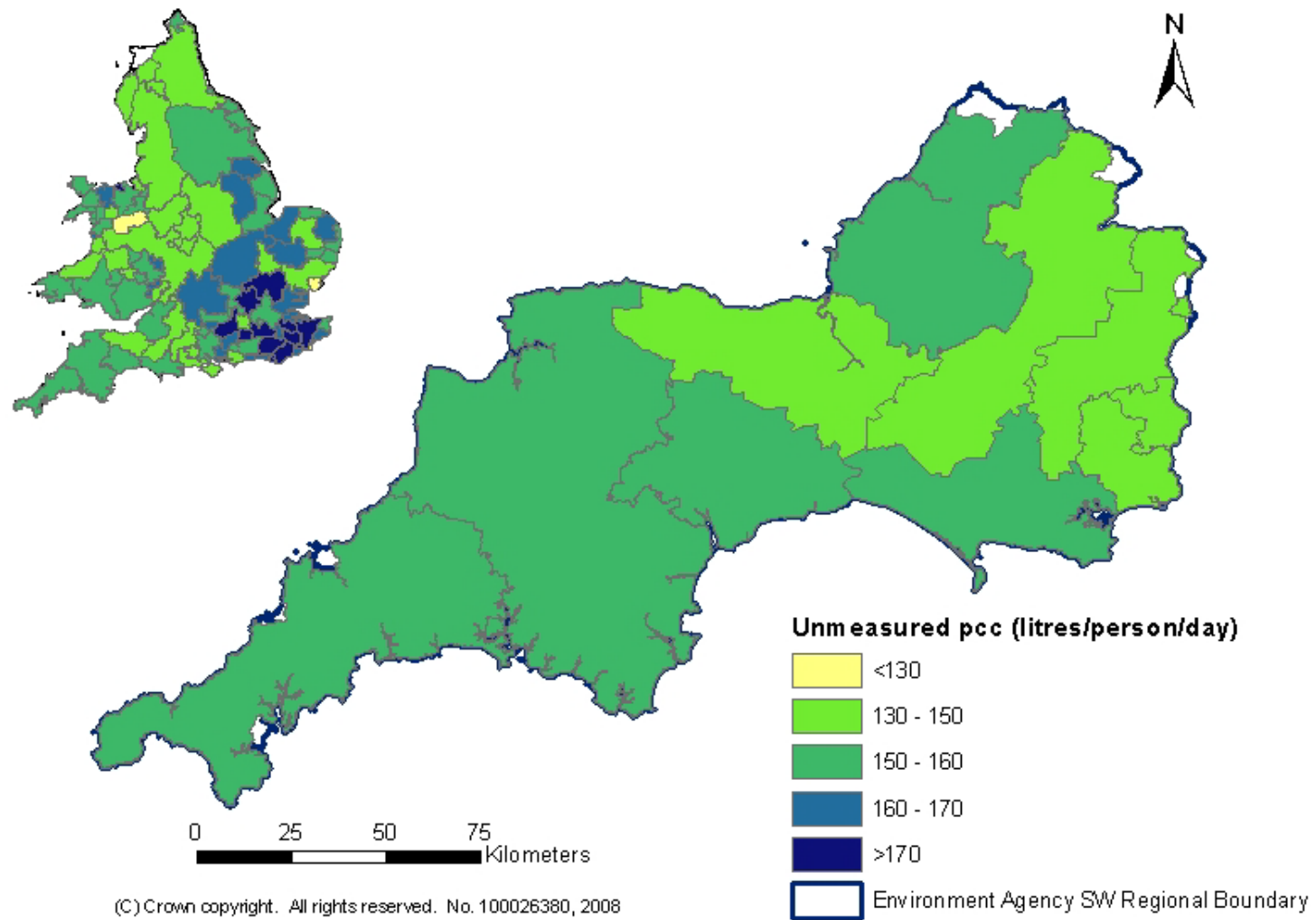
⁵¹ <http://www.legislation.gov.uk/ukpga/1991/56/contents>

⁵² <http://www.legislation.gov.uk/ukpga/2003/37/contents>

⁵³ <http://www.legislation.gov.uk/ukpga/1995/25/contents>

⁵⁴ <http://www.defra.gov.uk/environment/quality/water/legislation/water/>

Figure 29: Current per capita consumption (Ofwat, June 2009)



WATER & DRAINAGE: POTABLE WATER SUPPLY

- 16.5 The Environment Agency's *Water Resources Strategy for England and Wales*⁵⁵ sets out a number of aims and objectives to meet the vision of enough water for people and the environment. It has a planning horizon to 2050 and beyond and covers water resource elements such as drought management and ensuring security of supply. The Water Resource Strategy is supplemented by a number of regional action plans⁵⁶. The key priorities for the south west are:
- Ensure water supply and demand is resilient to the effects of climate change;
 - Reduce carbon emissions associated with the supply of water;
 - Manage catchments better to protect water resources, enhance biodiversity, reduce flood risk and reduce water treatment costs;
 - Improve the water efficiency of new housing and commercial developments.
- 16.6 The management of water supply is undertaken by a number of private sector water companies and regulated by *Ofwat* who focus on consumer value, balancing the future investment that water companies require and how much they can charge their customers. Ofwat's long term approach for regulating the water sector is set out in their 2010 strategy document *Delivering Sustainable Water*⁵⁷. Their vision is a sustainable water cycle in which we are able to meet our needs for water services while enabling future generations to meet their own needs. The National Infrastructure Plan commits the Government to support Ofwat and the water industry by implementing a £22billion programme of investment over 2010-15, directed at balancing supply and demand and maintaining assets, improving environmental protections and delivering service improvements.
- 16.7 The *Draft Water Bill* was published on 10th July 2012 and includes measures to strengthen the water sector's ability to respond to the challenges of a growing population and less certain water supplies, and improve the deal it offers to its customers by offering more choice. These build upon the vision in the *Water White Paper*. This includes reforming the connection charges regime to help facilitate housing growth. The frequency of drought planning will change to a five year cycle so that it aligns with other water planning cycles.
- 16.8 Water companies set out their longer term aspirations in the form of a Strategic Direction Statement (SDS) that their business plan sits within. They are also required by the Water Industry Act (updated 2003) to produce *Water Resource Management Plans* (WRMP) which focuses on the "balance between supply and demand for water over the next 25 years". Local Authorities engage in the WRMP process during consultation of the WRMP Strategic Environmental Assessment (SEA). Many of the aspirations from the Water Resource Strategy will be achieved via the WRMP.
- 16.9 Baseline projections for the WRMP are made based on current demand and supply levels with the aim that there will be no deficits in any of the 25 years that cannot be provided for, taking account of projected population growth. Should potential shortfalls be identified, water companies are required to set out options to correct this imbalance. In doing so, they are obliged to take account of a twin-track approach

⁵⁵ <http://publications.environment-agency.gov.uk/PDF/GEHO0309BPKX-E-E.pdf>

⁵⁶ <http://publications.environment-agency.gov.uk/PDF/GEHO1209BRLB-E-E.pdf>

⁵⁷ http://www.ofwat.gov.uk/aboutofwat/reports/forwardprogrammes/rpt_fwd_20100303ofwatstrategy.pdf

to water resource management that promotes water use efficiency as well as additional supply. One of the duties of the water companies is to provide water supply and sewage facilities to any development identified within adopted development plans.

- 16.10 The identification of any new infrastructure required is mapped out in the WRMP and 5 year business plans. As private businesses, the funding for strategic infrastructure and development of the system is through internal investment which is inevitably related to consumer prices. If water becomes a scarcer commodity, then there will be an uplift in the costs to water companies of developing new water resources that will be passed on to consumers through higher prices. For new developments the costs of the local infrastructure needed for connections is charged to the developer, nominally at cost. There is also an infrastructure levy charged for new connections, based upon the number of water-using appliances, this is typically about £250 per residential premises for potable water, but varies between water companies. The improvements in service and environmental performance by the water industry have required investment, reflecting the level of infrastructure in place prior to privatisation. Household bills have risen correspondingly by 45% in real terms nationally since privatisation, illustrating the challenge of balancing household affordability with other objectives.
- 16.11 The **Environment Agency** (EA) and the **Drinking Water Inspectorate** (DWI) enforce standards. The EA deals with abstraction licenses (a licence enabling the diversion of surface or ground water for a designated purpose) and the DWI carrying out technical audits of water companies in order to ensure they deliver safe drinking water in line with Water Quality Regulations. The Government announced in the **Natural Environment White Paper**⁵⁸ that it intended to reform the water abstraction regime to facilitate investment to meet water needs and protect water ecosystems to respond to these challenges.
- 16.12 The **Water Framework Directive**⁵⁹ (WFD) requires improvements in the environmental quality of water bodies (all water bodies to achieve 'good status' by 2015), but allows for these improvements to be phased over three planning cycles ending in 2027. The EA is the Competent Authority under the WFD and coordinates activity to improve and maintain water quality, quantity and morphology (channel shape) through river basin management. The EA develop **River Basin Management Plans** which set out measures for achieving 'good' status of all waters, including groundwater, wetlands, rivers, canals, lakes, reservoirs, estuaries and coastal waters. The plans also promote efficient and sustainable water use. The EA believes that achieving good status in all water bodies by 2027 will not be possible using only current technologies. Even achieving 75% good status will require marked changes in land use and water infrastructure, such as a major programme to separate foul and surface water sewers across most of the river basin district. By current standards, such changes are extremely unlikely to be economically or socially acceptable. For some waters therefore, achieving good status by 2027 could be not technically feasible or disproportionately costly.

⁵⁸ <http://www.official-documents.gov.uk/document/cm80/8082/8082.pdf>

⁵⁹ <http://www.environment-agency.gov.uk/research/planning/33362.aspx>

LOCAL

Companies operating within B&NES

Wessex Water (supplying Bath)

Bristol Water (supplying the rest of B&NES)

- 16.13 **Bristol Water** is a regulated 'water only supply company' and provide drinking water to over 1.1m people over an area of 2,400sqkm. They serve the majority of B&NES with the exception of the city of Bath and its immediate surroundings, which are served by **Wessex Water**.
- 16.14 Wessex Water has an approved **Water Resources Management Plan**⁶⁰ for future growth. Future demand can be met from existing resources and there are contingency plans in place of drought measures. No new abstraction licenses are required.
- 16.15 The **Bristol Water Resource Management Plan**⁶¹ 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.
- 16.16 The next Water Resource Management Plan by Bristol Water considers the period 2015-2040 and will be consulted on in 2013. B&NES is part of the Bristol Water Local Engagement Forum (LEF) which engages with Bristol Water prior to this consultation. Initial projections suggest that the demand for water will increase, while the water available from existing sources may actually decrease, resulting in demand for water outstripping the capacity of existing resources. At the end of 2010, Bristol Water had a surplus of water available of just under 40 MI/d. Over the next ten years, they project that this surplus will diminish as populations and businesses grow.
- 16.17 If Bristol Water makes no provision to adapt to the increasing population, there will be a shortfall in water supply across their supply area of up to 13MI/d. In their Water Resource Management Plan Bristol Water have identified actions that will ensure sufficient supplies of water across B&NES in the future. These actions are likely to include the following:
- Development of new resources, including the possible extension of Cheddar reservoir;
 - Reductions in network leakage;
 - Increased metering of household customers;
 - Developing bulk supplies;
 - Helping business or household customers to use water more efficiently.
- 16.18 Bristol Water have confirmed that there is no requirement for new strategic infrastructure such as new water resources or impounding reservoirs within B&NES as a consequence of the growth planned for in the Core Strategy. Any local infrastructure requirements such as distribution mains or trunk mains will be considered as specific requests for supply received by Bristol Water's Development Services Team.

60 <http://www.wessexwater.co.uk/water-and-sewerage/threecol.aspx?id=578>

61 <http://www.bristolwater.co.uk/environment/wrp.asp>

WATER & DRAINAGE: POTABLE WATER SUPPLY

Figure 30: Bristol Water supply area (Bristol Water)

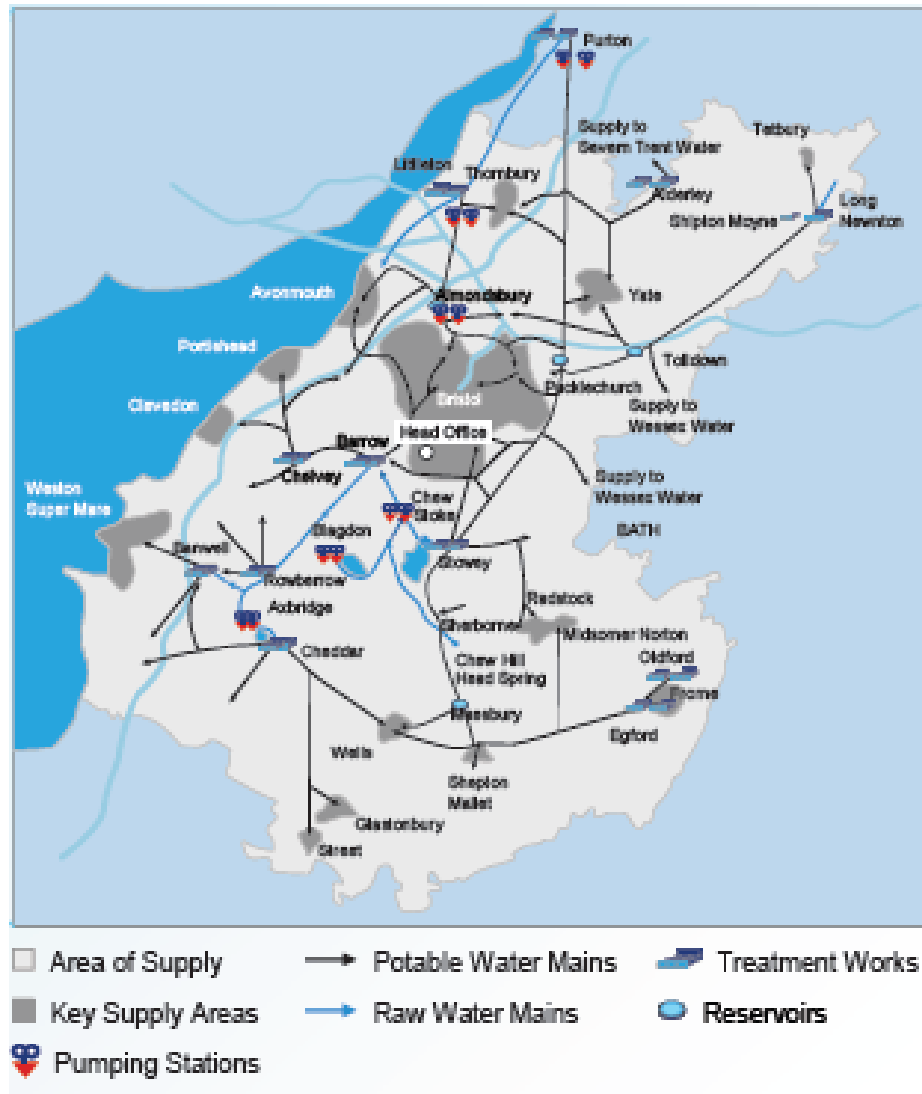
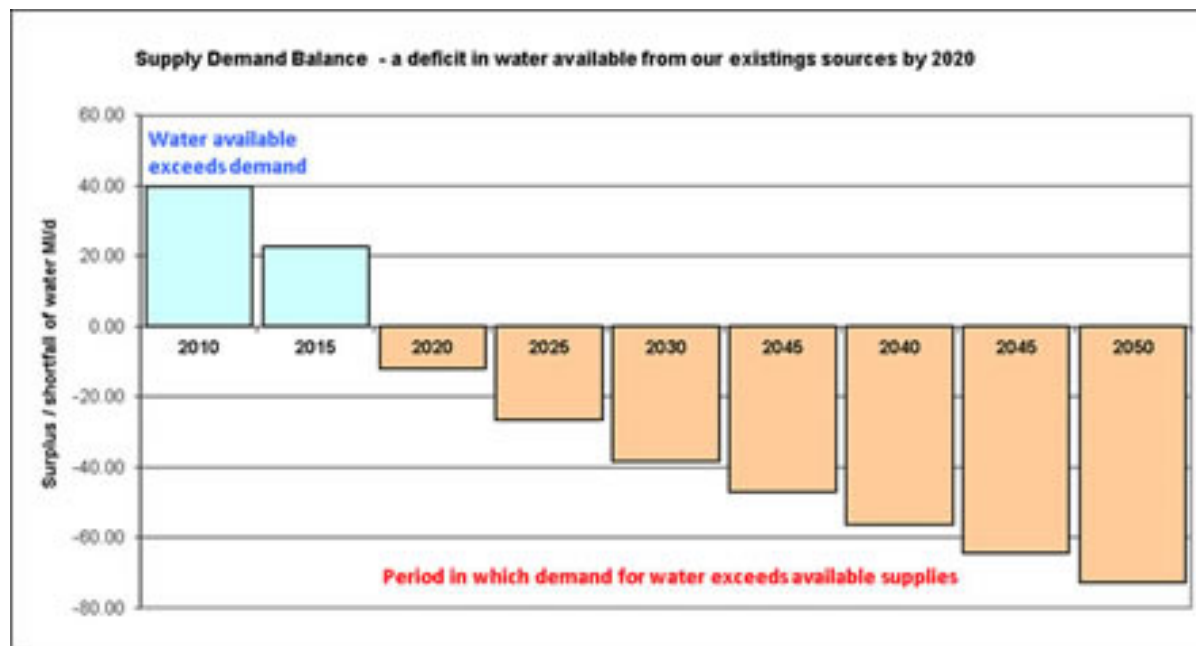


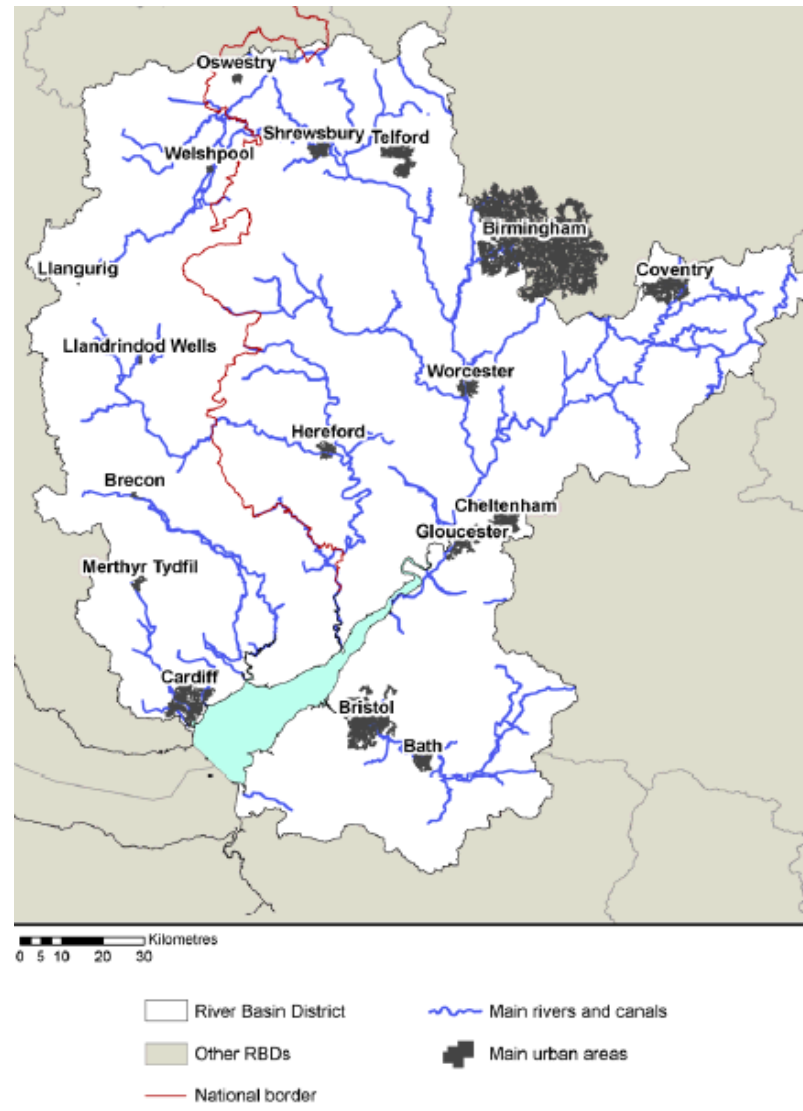
Figure 31: Bristol Water Supply Demand Balance (Source: Bristol Water)



16.19 B&NES is located within the Severn River Basin District, which covers 21,90sqkm and is home to 5.3 million people. The Environment Agency has produced a **Severn River Basin Management Plan**⁶² which focuses on the protection, improvement and sustainable use of the water environment which has been prepared under the Water Framework Directive.

⁶² <http://publications.environment-agency.gov.uk/PDF/GEMI0910BSSK-E-E.pdf>

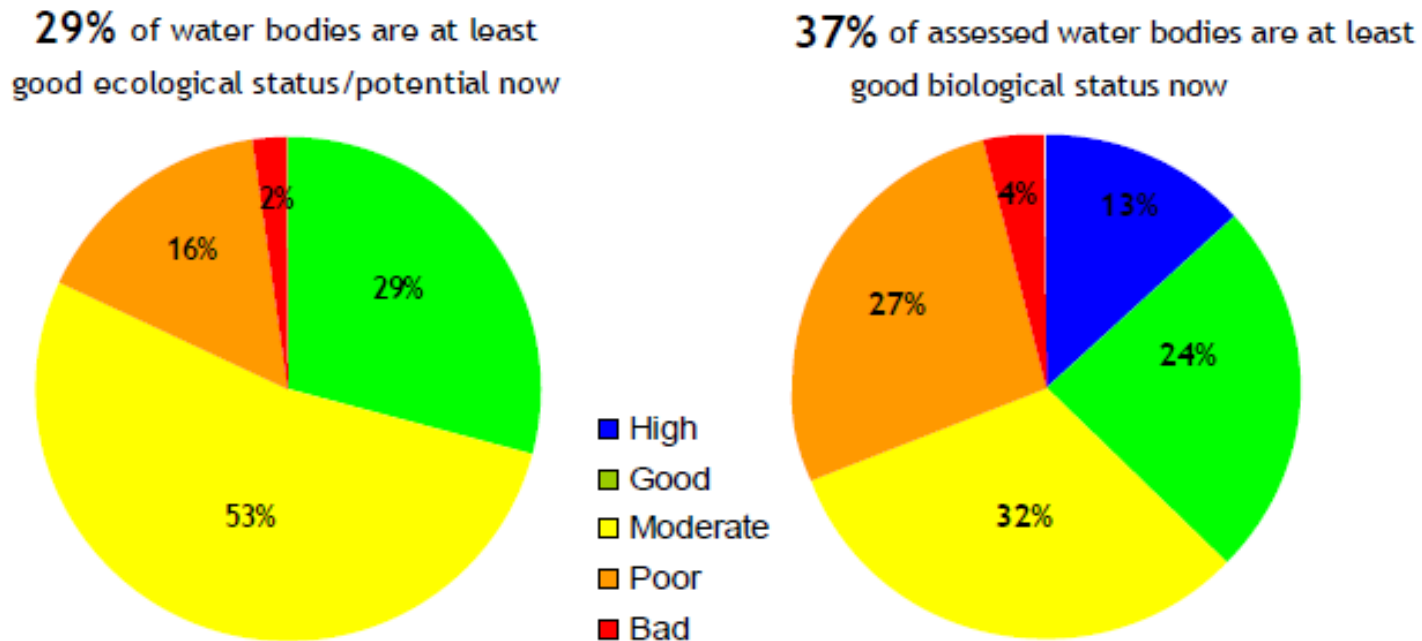
Figure 32: Map of Severn River Basin District (Environment Agency)



16.20 The key issues identified in the River Basin Management Plan include:

- Diffuse pollution from agriculture and other rural activities;
- Point source pollution from water industry sewage works;
- Physical modification of water bodies; and
- Diffuse pollution from urban sources.

Figure 33: Ecological Status/Potential and Biological Status of Surface Water Bodies Now (Environment Agency)



16.21 For groundwater bodies, currently 75% are at good status, and 78% are at good chemical status. Many of the key pressures on water bodies are complex and occur in combination. For many water bodies either the reasons for failure are unknown, or it is uncertain whether there is a

WATER & DRAINAGE: POTABLE WATER SUPPLY

failure or whether pressures really are causing an impact. For groundwater quality, the main reasons for poor quantitative status in groundwater is that abstraction levels, mainly for drinking water, exceed the weight at which aquifers recharge.

16.22 B&NES lies within the Bristol Avon and North Somerset Streams catchment area. The major discharges in this catchment are from sewage treatment works and these can lead to signs of nutrient enhancement at times of low flows.

Figure 34: Bristol Avon and North Somerset Streams Key Statistics (EA)

River and lake water bodies	Now	2015
% at good ecological status or potential	22%	27%
% assessed at good or high biological status	30%	35%
% assessed at good chemical status	40%	60%
% at good status overall (chemical and ecological)	22%	27%
% improving for one or more element in rivers		30%

16.23 The Environment Agency manages resources through a **Catchment Abstraction Management Plan** (CAMS) for the River Avon⁶³. This calculates the amount of water available in the CAMS area by dividing the catchment into 10 management units (WRMUs) and giving each unit a water resource assessment status. This proposed water status gives an indication of the likelihood of anyone obtaining a water abstraction licence in each management unit and how strict the conditions might be. The plan indicates that within B&NES, the River Avon WRMU and Chew Valley WRMU remain classed as 'no water available'. New licences for surface and groundwater abstraction are likely to be issued, but may have conditions limiting or stopping abstraction when river flow is very low. Bathford Groundwater WRMU, which is partially within B&NES, remains classed as 'over licensed'. New licences for groundwater abstraction maybe issued, but may have conditions limiting or stopping abstraction during low surface water flows.

16.24 The agricultural sector has a big role in looking after and improving the quality of the rural environment. About 80% of the land in the Severn River Basin District is managed for agriculture and forestry. The EA is encouraging farmers and industry across the River Basin District to build storage reservoirs to support or replace summer irrigation.

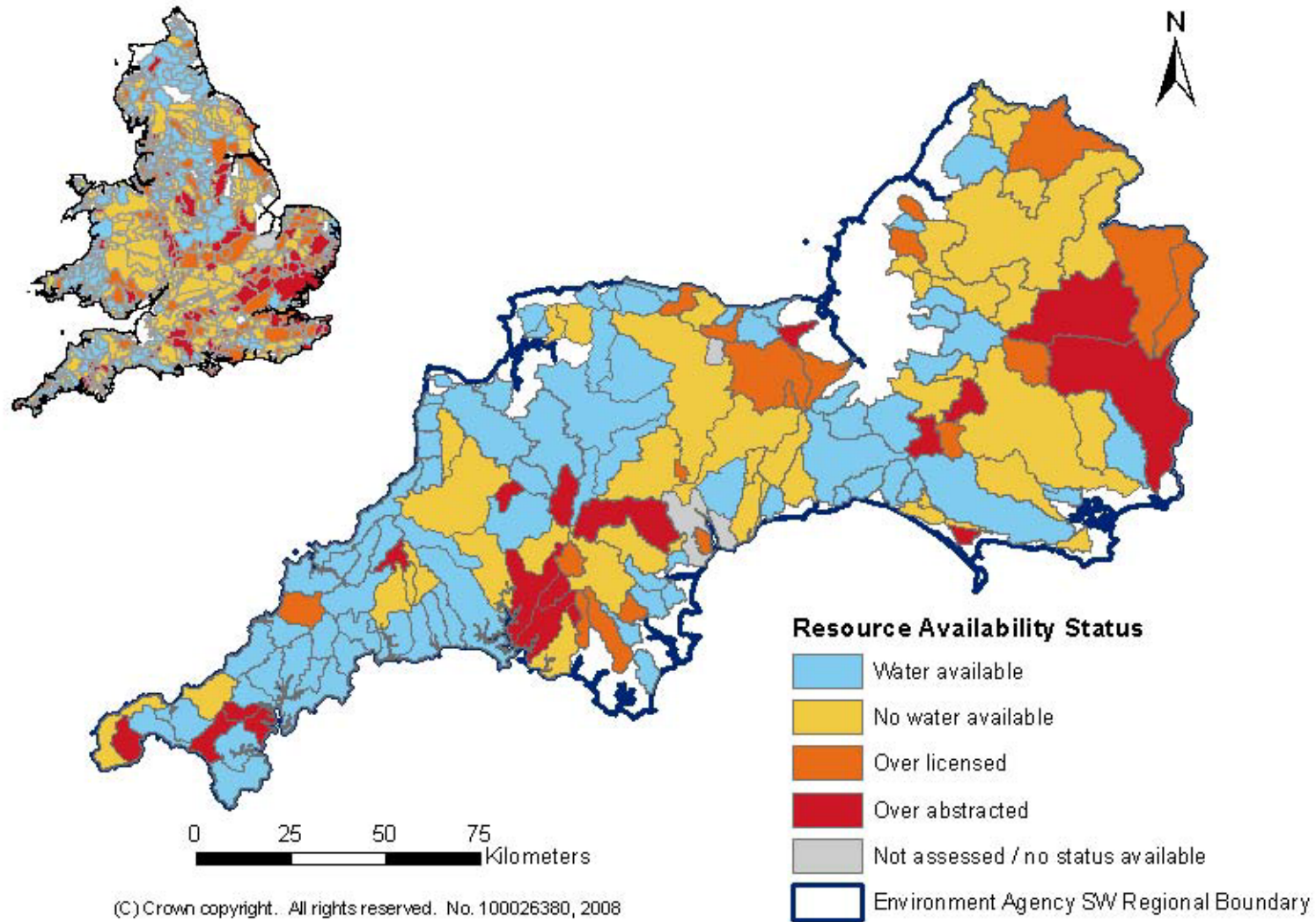
⁶³ <http://publications.environment-agency.gov.uk/PDF/GESW1004BIJV-E-E.pdf>

WATER & DRAINAGE: POTABLE WATER SUPPLY

Figure 35: Map of the Catchments in the Severn River Basin District (EA)



Figure 36: Water Available for Abstraction (surface water combined with groundwater)



WATER & DRAINAGE: POTABLE WATER SUPPLY

INFRASTRUCTURE REQUIREMENT

- 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 will be maintained to ensure infrastructure capacity improvements are planned to match the rate of development.

Reference	Item	Status	Estimated Cost	Phasing			Policy Area
				11/12 to 15/16	16/17 to 20/21	21/22 to 25/26	
DWI.7	District Wide Water Supply	Key	Not quantified	➤	➤	➤	District Wide

NATIONAL

Primary legislation

Water Act 1989⁶⁴

Water Industry Act 1991⁶⁵

Companies operating within B&NES

Wessex Water

- 17.1 Waste water, commonly referred to as sewage, is generally a mixture of domestic waste water from baths, sinks, washing machines and toilets, waste water from industry and rainwater run-off from roads and other surfaced areas. Wastewater flows into a vast network of sewers. It is then pumped away to be treated before it is returned to the environment. This can be a complex and energy-intensive process that emits a lot of greenhouse gases. The water remaining after treatment is safe to put back into the environment where it evaporates to form rain clouds – the water cycle then begins again as the subsequent rain eventually forms part of our potable water supply.
- 17.2 Sewage is treated by two different processes as standard. Primary treatment involves settling out much of the solid matter, followed by secondary treatment which uses bacteria that ‘digest’ and break down organic substances. Sometimes, further (tertiary) treatment is required to protect sensitive water environments. This can involve disinfecting the treated effluent to protect bathing or shellfish waters. It can also involve the removal of phosphorus or nitrates (nutrients present in sewage) to protect sensitive waters. Without suitable treatment, the waste water produced every day would damage the water environment and create problems for public health, water resources and wildlife, all of which would then seriously impact economic and social wellbeing.
- 17.3 The Government is taking measures to reduce the demand for new waste water infrastructure, for example by requiring the use of sustainable drainage systems (SUDS) to reduce run-off in the built environment and exploring land management approaches that use natural systems to slow the flow of surface water in rural areas. However, there will still be a need for new waste water infrastructure to complement these approaches and ensure that the natural and man-made systems are able to function effectively together to deliver a wide range of ecosystem services and other benefits to society. Demand for new and improved waste water infrastructure is likely to increase in response to the following main drivers:
- More stringent statutory requirements to protect the environment and water quality;
 - Population growth and urbanisation;
 - Replacement or improvement of infrastructure;
 - Adaptation to climate change.

⁶⁴ <http://www.legislation.gov.uk/ukpga/1989/15/contents>

⁶⁵ <http://www.legislation.gov.uk/ukpga/1991/56/contents>

17.4 The Government's key policy objectives are therefore:

- **Sustainable development:** to seek waste water infrastructure that allows us to live within environmental limits and that helps ensure a strong, healthy and just society, having regard to environmental, social and economic considerations;
- **Public health and environmental improvement:** to continue to meet our obligations under the *Urban Waste Water Treatment Directive (91/271/EEC)*⁶⁶ by providing suitable collection and treatment systems to limit pollution of the environment;
- **To improve water quality in the natural environment** and meet our obligations under related European Directives, such as the *Habitats Directive*⁶⁷, the *Water Framework Directive* and its Daughter Directives;
- **To reduce water consumption** by households and industry which will have the knock-on effect of reducing waste water production and therefore demand for waste water treatment infrastructure;
- **To reduce demand for waste water infrastructure capacity** by diverting surface water drainage away from the sewer system by using SUDS
- **Climate change mitigation and adaptation:** in line with the objectives of Defra's mitigation and adaptation plans to help deliver the UK's obligation to reduce greenhouse gas emissions by 80% by 2050 and to ensure that climate change adaptation is adequately included in waste water infrastructure planning; and
- **Waste Hierarchy:** to apply the waste hierarchy in terms of seeking to first reduce waste water production, to seek opportunities to re-use and recycle resources and to recover energy and raw materials where possible.

17.5 **Ofwat** is the economic regulator tasked with providing best value to consumers and maintaining competitiveness of pricing between the 'regional monopolies' served by each wastewater company. The financing of sewers and treatment plants required to keep discharge quality within set standards falls to industry and the utilities companies. Wastewater companies are required to produce five year business plans/asset management plans (AMPs) setting out investment and charging over that period, which is subject to scrutiny by Ofwat and the Environment Agency. One important difference when comparing the regulatory framework for water supply and wastewater treatment is that there is no equivalent document to the Water Resource Management Plan for which waste water companies would have to look at a 25 year plan period. The EA will determine when projects are needed to meet statutory environmental requirements by assessing for example which discharges from the sewerage system need to be improved. The EA will then propose projects for inclusion in the **National Environment Programme**⁶⁸ (NEP). The NEP is included within a sewerage company's business plan, and it is for the company to demonstrate that their proposals are the best solution to meeting the established need.

17.6 As private businesses, the funding for strategic infrastructure and development of the system is through internal investment which is inevitably related to consumer prices. If sewerage volume increases then there will be an uplift in the costs to wastewater companies of developing new treatment works and increasing sewer capacity that will be passed on to consumers through higher prices.

⁶⁶ <http://eur-lex.europa.eu/LexUriServ/LexUriServ.do?uri=CELEX:31991L0271:EN:NOT>

⁶⁷ http://ec.europa.eu/environment/nature/legislation/habitatsdirective/index_en.htm

⁶⁸ <http://www.environment-agency.gov.uk/business/sectors/33071.aspx>

WATER & DRAINAGE: WASTE WATER & DRAINAGE

- 17.7 Most new developments separate foul waste water from surface water drainage. Where possible, the surface water drainage can be discharged to a nearby water course without treatment but, in other cases, it often drains into a combined sewer system further down the sewerage catchment, and therefore passes to the waste water treatment works. At present combined sewer systems comprise some 40% of the total network and are designed with limited capacity for peak surface water flows, the excess flow discharging untreated via combined sewer systems to adjacent watercourses. Studies into the feasibility of retrospectively separating foul and surface water sewerage usually find it to be uneconomical and impractical. Climate change will exert greater pressure on public sewer systems (the heavier the rain, the greater the flow the sewer has to carry).
- 17.8 The **National Policy Statement for Waste Water**⁶⁹ (NPS) sets out Government Policy for the provision of major waste water infrastructure, which would be used by the **Planning Inspectorate** to decide development consent applications for Nationally Significant Infrastructure Projects (NSIPs). The NPS covers:
- Construction of waste water treatment plants with a capacity exceeding a population equivalent of 500,000 when constructed; or
 - Alterations to waste water treatment plants where the effect of the alteration is expected to be to increase by more than a population equivalent of 500,000 the capacity of the plant.
- 17.9 In general, a de-centralised approach to waste water treatment is most appropriate for smaller, dispersed rural communities, particularly those at the upper ends of river catchments, where the costs of pumping waste water long distances to large centralised works outweigh the potential economies of scale at the works. For urban areas, and in particular for large cities of the scale that might generate a project meeting the thresholds for consideration as an NSIP, it will remain more cost effective to centralise treatment to a single large treatment works. Generally, it will be necessary to transfer waste water to a suitable location for a treatment works and effluent discharge, outside of urban centres.

LOCAL

- 17.10 **Wessex Water** provides the sewerage service for B&NES, 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. Physical assets in the district include pumping stations, treatment plants and the sewer network. The Bath pumping station is located in the Western Riverside area and pumps sewerage to Saltford. Wessex Water produces an **asset management plan**⁷⁰ (the 'business plan'), agreed with the regulator Ofwat, that reflects the funding necessary to operate the business and to undertake new investment every 5 years.

⁶⁹ <http://www.defra.gov.uk/publications/files/pb13709-waste-water-nps.pdf>

⁷⁰ <http://www.wessexwater.co.uk/about/threecol.aspx?id=2984>

WATER & DRAINAGE: WASTE WATER & DRAINAGE

17.11 Engineering appraisal will be required for major development sites within B&NES to confirm the scope and extent of improvements to the existing infrastructure. On-going consultation with Wessex Water will 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.

17.12 In general terms Wessex Water protects their existing assets by requiring:

- No tree planting within 6 metres of any public sewer or water main;
- No building, generally within 3 metres (depending upon depth and diameter of the pipework) of any public sewer or water main. Wessex Water may consider a diversion under Section 185 of the Water Industry Act 1991;
- 24 hour access required to any on-site public sewers or water mains for the purposes of maintenance and repair.

17.13 Improvements to the sewerage capacity are needed to facilitate any substantial green field development around Keynsham. This includes off-site sewerage improvements needed to accommodate development beyond about 500 houses as there is insufficient local capacity. There is a planned upgrade of Keynsham treatment plant to increase treatment capacity by Wessex Water. Land is available to the north of the current works which was identified during the development of the Waste Core Strategy.

17.14 Off-site sewerage improvements are needed at Midsomer Norton and Radstock before any significant residential development occurs. Engineering appraisal will be required to confirm network capacity for preferred sites and site specific requirements. Minor improvements will accommodate new development sites of less than 25 dwellings. Planned improvements to Radstock Sewage treatment works will be required beyond 2015 to accommodate increasing foul flows.

INFRASTRUCTURE REQUIREMENT

Reference	Item	Status	Estimated Cost	Phasing			Policy Area
				11/12 to 15/16	16/17 to 20/21	21/22 to 25/26	
DWI.8	Waste Water	Key	Not quantified	➤	➤	➤	District Wide
MNRI.9	Improvement to off-site sewerage & to Radstock Sewage treatment works	Desirable	c.£1,000,000	➤	➤	➤	Somer Valley
KI.3	Improvements to Sewerage Capacity at Keynsham	Key	Not quantified	➤	➤	➤	Keynsham
KI.20e	Sewage infrastructure requirements at East of Keynsham Urban Extension	Key	Not quantified	➤	➤	➤	Keynsham
KI.21e	Sewage infrastructure requirements at South of Keynsham Urban Extension	Key	Not quantified	➤	➤	➤	Keynsham

NATIONAL

- 18.1 Flood protection is a national priority and features on the National Risk Register of Civil Emergencies. The overall aim of the Government's **Flood and Coastal Erosion Risk Management Strategy for England**⁷¹ is to ensure the risk of flooding is properly managed by using the full range of options in a coordinated way. Around 5.2 million properties in England, or one in six properties, are at risk of flooding. Flood risk management avoids the loss of productive hours from environmental shocks and climate change, both in terms of direct economic losses as well as consequential impacts on transport, energy and communications infrastructure, and interruption of wider public services. It can also open up land for productive economic activity. Flood risk will need to adapt to climate change as it is predicted that the frequency and severity of rainstorms will progressively increase, and as a consequence the risk of flooding will increase.
- 18.2 The **Department for Environment Food and Rural Affairs (Defra)** has national policy responsibility for flood and coastal erosion risk management. Defra does not build or manage flood defences. Instead, Government provides funding through grants to the **Environment Agency (EA)** and local authorities. The EA also administers grants for capital projects to local authorities and Internal Drainage Boards. The National Infrastructure Plan states that the Government will spend over £2billion over the Spending Review period through the EA in England managing flood and coastal risks, including the construction of new and improved defences, and the risk-based maintenance of existing asset systems.
- 18.3 There is a separate planning process for flood and coastal erosion risk management introduced by the new **European Floods Directive** (Directive 2007/60/EC⁷² on the assessment and management of flood risks). This Directive now requires Member States to assess if all water courses and coast lines are at risk from flooding, to map the flood extent and assets and humans at risk in these areas and to take adequate and coordinated measures to reduce this flood risk. Implementation of the Floods Directive in England and Wales will be co-ordinated with the **Water Framework Directive**.
- 18.4 **Catchment Flood Management Plans** (prepared by the Environment Agency) set out long term policies (50-100 years) for flood risk management. They represent the first 'tier' in the strategic flood risk management process, providing the overall framework within which more detailed assessments, such as the B&NES SFRA are undertaken. They consider all types of inland flooding, from rivers, ground water, surface water and tidal flooding. They also take into account the likely impacts of climate change, the effects of how we use and manage the land, and how areas could be developed to meet our present day needs without compromising the ability of future generations to meet their own needs. The delivery of the policies from these long term plans will help to achieve the objectives of this and subsequent **River Basin Management Plans**. The Environment Agency plans its flood and coastal risk management capital investment through the '**Medium Term Plan**', which is a rolling five-year investment plan.
- 18.5 The way that funding from Defra is allocated to flood and coastal erosion risk management projects in England has changed⁷³, allowing more schemes to go ahead and giving each community more of a say in what is done to protect them. Instead of meeting the full costs of just a

⁷¹ <http://www.official-documents.gov.uk/document/other/9780108510366/9780108510366.pdf>

⁷² http://ec.europa.eu/environment/water/flood_risk/index.htm

⁷³ <http://archive.defra.gov.uk/environment/flooding/funding/documents/flood-coastal-resilience-intro-guide.pdf>

limited number of projects, the new approach will make Government money available towards any worthwhile scheme over time. Funding levels for each scheme will relate directly to the number of households protected, the damages being prevented, plus the other benefits a scheme would deliver. For the first time, grants for surface water management and property-level protection will be available alongside funding for other risks and approaches. Many projects will still be fully funded under this approach, and those already under construction are not affected.

- 18.6 Defra expects to spend at least £2.17 billion on flooding and coastal erosion over the next four years (consisting of £1.04 billion capital funding and £1.13 billion 'programme' spend such as maintenance). On top of the £2.17 billion from Defra, local authorities nationwide will be spending money supported by formula grant from the Department for Communities and Local Government. This is expected to be around £100 million in 2010/11.
- 18.7 Reservoir safety in England and Wales is governed by the Reservoirs Act 1975. It requires that all large raised reservoirs are registered with the Environment Agency, and places a series of safety obligations on reservoir undertakers (that is owners, operators or users). There has been no loss of life from reservoir failure in the UK since reservoir safety legislation was introduced in 1930. Only high risk large raised reservoirs will be subject to the full requirements of the Reservoirs Act in the future.

LOCAL

- 18.8 Most of B&NES falls within the boundaries of the **Bristol Avon Catchment Flood Management Plan** (CFMP). A small area on the western side of the district falls within the North and Mid Somerset CFMP. Most of B&NES is classed as 'Mendip Slopes', with a preferred policy of 'sustain the current level of flood risk', and Lower Avon Rural, with a preferred policy of 'continue with existing or alternative actions'. Bath, Bristol and Chew Magna all have a further action to 'take further action to reduce risk'.
- 18.9 The Environment Agency has a maintenance programme for their assets and seeks to ensure the existing standard of protection offered by defences in the B&NES area is maintained. There are currently no planned schemes for improving the standard of protection for defences in the B&NES area using DEFRA grant-in-aid funding. Given limited public funding available any new flood defence schemes are required to be subject to appraisal to ensure they are socially and environmentally sustainable, technically feasible and economically justified.
- 18.10 For any new flood defence scheme funded by DEFRA grant-in-aid, the appraisal includes assessing the number of properties that would benefit. This is part of the process to determine whether a scheme is economically justified. 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.

WATER & DRAINAGE: FLOOD RISK & DRAINAGE

- 18.11 B&NES Council is a lead Local Flood Authority (LLFA) and is working together in partnership with others to develop a **Local Flood Risk Management Strategy**, as required under the Flood and Water Management Act 2010. A draft will be published during 2012. The Council will also become a **Sustainable Urban Drainage Approval Body (SAB)** in 2013. Formal drainage approval will be required for all development. The automatic right to connect surface water runoff from developments to a public sewer has been removed and will be contingent on approval from the SAB. Proposed drainage systems must comply with National Standards prior to approval. The use of SUDS can reduce the demand on infrastructure capacity by providing an alternative to piped systems. SUDS mimic natural drainage processes to reduce the volume and rate of surface water run-off; increase water quality; and improve public amenity. The Government's policy is to encourage the use of SUDS wherever possible.
- 18.12 The B&NES **Strategic Flood Risk Assessment**⁷⁴ creates a strategic framework for making planning decisions and gives a baseline assessment of flood risk for existing conditions. It identifies flood zones, actual flood risk, residual flood risk and an assessment of breach of tidal and river defences or other features which may act as a defence. The SFRA does not eliminate the need for more detailed flood risk assessments (FRAs) of individual proposed development sites. Rather the SFRA will provide additional information for these FRAs to draw upon and identify more detailed issues associated with flood hazards and flood consequences.
- 18.13 Since the Inspector produced ID/28, further detailed work has been undertaken to develop a flood risk management scheme for development sites at risk of flooding in Bath City Centre and Riverside Corridor. A hydrological study by Black and Veatch has now been completed and confirms that the impact of raising the development sites is a loss of conveyance, rather than a loss of flood storage (which was what the **Flood Risk Management Strategy**⁷⁵ by Atkins had previously concluded). Based on the findings of this study, a compensatory flow conveyance scheme has been developed and agreed in principle with the Environment Agency. The scheme can be delivered in a number of phases as development sites come forward. It is proposed to submit a planning application for the first phase scheme in the current year with a view to completing the works in 2014/15. This work, which will enable the key employment sites in the EA to come forward, will be funded by part of the RIF infrastructure funding awarded to B&NES by the LEP. Onsite defences combined with the conveyance mitigation scheme ensures that new development will be safe without increasing risk elsewhere, passing the Exception Test.

INFRASTRUCTURE REQUIREMENT

Reference	Item	Status	Estimated Cost	Phasing			Policy Area
				11/12 to 15/16	16/17 to 20/21	21/22 to 25/26	
DWI.39	Flood Risk and Drainage	Key	Not quantified	➤	➤	➤	District Wide

⁷⁴ <http://www.bathnes.gov.uk/sites/default/files/sitedocuments/Planning-and-Building-Control/Planning-Policy/Evidence-Base/Flood-Risk/SFRABNESExecutiveSummary.pdf>

⁷⁵ <http://www.bathnes.gov.uk/sites/default/files/sitedocuments/Planning-and-Building-Control/Planning-Policy/Evidence-Base/Flood-Risk/FRMSReport.pdf>

WATER & DRAINAGE: FLOOD RISK & DRAINAGE

Bl.2	Improvements to Flood Defences of Bath City Centre and Riverside Corridor	Key	Not quantified	➤	✓		Bath
Bl.3c	Floodplain storage compensation works at Bath Western Riverside	Key	Not quantified	➤	➤	➤	Bath
Bl.40a	Weston Catchment Flood Alleviation Scheme	Desirable	£1,900,000	➤	✓		Bath
MNRI.30	Coombend Culvert and Stream Improvements	Desirable	£2,100,000	✓			Somer Valley
KI.2	Flood Protection Measures for Somerdale site	Key	Not quantified	➤	➤	➤	Keynsham
KI.20d	Water Drainage at East of Keynsham Urban Extension	Key	Not quantified	➤	➤	➤	Keynsham
KI.21d	Pluvial/Surface Water Flood mitigation at South of Keynsham Urban Extension	Key	Not quantified	➤	➤	➤	Keynsham

TRANSPORT: RAIL

NATIONAL

Primary legislation

Railways Act 1993⁷⁶

Railways Act 2005⁷⁷

- 19.1 Most main line passenger rail services are procured by central government under the Railways Act 1993. They are provided by rail operating companies who are contracted to provide them through franchise agreements made with the Secretary of State. The Secretary of State is the sole rail franchise authority and is empowered to let these contracts. The funding that the Government provides to the rail industry is directed either to support franchised passenger service operators or as a direct grant to Network Rail.
- 19.2 The Secretary of State for Transport announced⁷⁸ on 15th November 2011 the intention to develop a strategy to deliver a better value railway for the benefit of passengers, taxpayers and the wider economy as our railways are currently the most expensive in Europe. *The McNulty Report*⁷⁹ found scope to cut rail costs by up to 30%. In furtherance of that report DfT published its *Command Paper "Reforming Our Railways: Putting the Customer First"*⁸⁰. The objectives of this paper are to deal with the fiscal deficit and achieving greater efficiency; secure better value for the passenger; support economic growth through continued taxpayer investment in both services and infrastructure; and contribute to a reduction in carbon emissions through electrification and smarter design of rolling stock and infrastructure.
- 19.3 The Government has set out in more detail how these objectives can be achieved and funded in the *High Level Output Specification* (HLOS) and *Statement of Funds Available* (SOFA) for *Control Period 5*⁸¹ (CP5 2014 to 2019). The HLOS specifies the outputs that the Government wishes the industry to achieve which are then incorporated into delivery plans by the industry, under the oversight of the *Office of Rail Regulation* (ORR). The first HLOS was published in 2007 for CP4 which runs from April 2009 to March 2014.
- 19.4 The Government's strategy for CP5 is built around a rolling programme of electrification in order to efficiently meet forecast demand growth, support economic growth and better environmental outcomes. The strategy is built around four priorities:
- creation of a high capacity passenger and freight electric corridor linking the core centres of population and economic activity in the Midlands and the north to the major container port of Southampton;
 - increase capacity and accelerate journey times between the core cities, investing in faster trains (Intercity Express Programme) and route improvements;

⁷⁶ <http://www.legislation.gov.uk/ukpga/1993/43/contents>

⁷⁷ <http://www.legislation.gov.uk/ukpga/2005/14/contents>

⁷⁸ <http://www.dft.gov.uk/news/statements/greening-20111115>

⁷⁹ <http://assets.dft.gov.uk/publications/report-of-the-rail-vfm-study/realising-the-potential-of-gb-rail-summary.pdf>

⁸⁰ <http://assets.dft.gov.uk/publications/reforming-our-railways/reforming-our-railways.pdf>

⁸¹ <http://www.dft.gov.uk/publications/hlos-2012/>

TRANSPORT: RAIL

- facilitate commuter travel into major urban areas, helping to expand the effective labour market, and helping people to access a wider range of jobs; and
- improve railway links to major ports and airports.

- 19.5 Under the most probable scenarios explored in **Network Rail's Route Utilisation Strategies** (RUS), inter-city passenger demand (which has grown strongly over the last 10–15 years) is likely nearly to double over the next 30 years. Although making more efficient use of existing railway infrastructure could accommodate some of this growth, it is likely that substantial increases in infrastructure capacity on inter-urban routes will be needed in the long term.
- 19.6 DfT published **Rail Decentralisation**⁸² (March 2012) which explores how the Government might devolve more responsibility and budgets for rail passenger services to local bodies. DfT are proposing to retain responsibility in the areas of: safety; security; accessibility; performance on the strategic rail network; national ticketing policy/strategy; and connectivity enhancements benefitting primarily strategic rail services. The DfT are prepared to listen to the case for devolution of: service specification; capacity – rolling stock; capacity – infrastructure (from CP6 onwards); connectivity enhancements benefitting devolved services; new stations and lines; local fares policy; local ticketing; setting performance targets for devolved services; and station enhancements such as Access for All. The DfT will publish its conclusions from the consultation in September 2012.
- 19.7 **Devolving Local Major Transport Schemes**⁸³ (DfT, January 2012) proposed that Local Transport Bodies would be responsible for establishing a programme of major schemes and for overseeing and monitoring delivery. Delivery would be delegated to individual Local Authorities or other delivery agents such as Network Rail. A formulaic approach to funding allocations is proposed, with per capita favoured to create an even distribution. DfT have stated that the Local Transport Body should priorities schemes on a clear basis agreed locally, which should be well evidenced, robust and transparent. These proposals were confirmed in September 2012⁸⁴. The **Bristol City Region Deal** confirmed that the necessary powers would be devolved to the West of England alongside investment in major transport schemes and the Greater Bristol Metro in the Transport Devolution Agreement.

LOCAL

- 19.8 There are presently four stations within B&NES, at Bath Spa, Oldfield Park, Keynsham and Freshford which are located on the Great Western main line. Bath benefits from good rail (time) connections to Bristol and London, although peak time rail services are running at capacity and there is still only an hourly rail link between Keynsham and Bristol for most parts of the day. Previous studies such as the Strategic Avon Rail Study have revealed that it would be possible to increase the capacity of the Great Western main line substantially.

⁸² <http://assets.dft.gov.uk/consultations/dft-2012-10/main-document.pdf>

⁸³ <http://www.dft.gov.uk/consultations/dft-2012-04>

⁸⁴ <http://www.dft.gov.uk/news/statements/baker-20120918a/>

TRANSPORT: RAIL

Figure 37: Train Stations within B&NES

Station	09/10 entries and exits	09/10 interchanges	Secure Station accreditation	Accessible toilets	Seating and catering	Public address	Customer information screens
Bath Spa	4,779,480	114,725	Yes	RADAR operated accessible toilet on both platforms	Waiting room. Catering available.	Yes – both platforms	Yes – Ticket office and platforms
Freshford	30,796	0	Yes	No toilets	Shelter	No	Web CIS
Keynsham	249,842	0	Yes	No toilets	Shelter	No	No
Oldfield Park	216,750	0	Yes	No accessible toilets available	Shelter	No	No

19.9 Network Rail's recommendations for the longer term upgrade strategy are set out in detail in the **Great Western Route Utilisation Strategy**⁸⁵ (March 2010), which covers the 10-year period from 2009 to 2019. The RUS provides recommendations for the development and delivery of train service changes, and infrastructure maintenance, renewals and enhancements. The DfT published the HLOS for CP5 in July 2012 to make clear the outputs required from the rail industry. This states that the Secretary of State wishes the industry to undertake work to expand the capacity of the railway serving passengers to and from Bristol including increasing route capacity into Bristol from Filton Abbey Wood (Four-Track) and increasing station capacity at Bristol Temple Meads. CP5 also confirms **Electrification of the Great Western Main Line** between Swansea, Bristol and Didcot, providing an electrified mainline from Swansea to London Paddington, which will benefit stations within B&NES. This multi-billion pound project will significantly enhance intercity rail travel, offering increased capacity and reducing journey times for passengers between London and Cardiff by up to 20 minutes. Replacement of the current "Intercity 125" high speed diesel fleet with new, higher capacity, more environmentally friendly trains has also been confirmed (the **Intercity Express Programme**). These projects are both identified in the top 40 priority infrastructure investments in the National Infrastructure Plan.

19.10 The Great Western franchise is currently operated by FirstGroup which it operates as **First Great Western**. In recent years passenger numbers in the franchise area have increased. Growth has been particularly strong on the Thames Valley corridor between Reading and London Paddington, but increasing demand has also occurred in and around Bristol and Exeter.

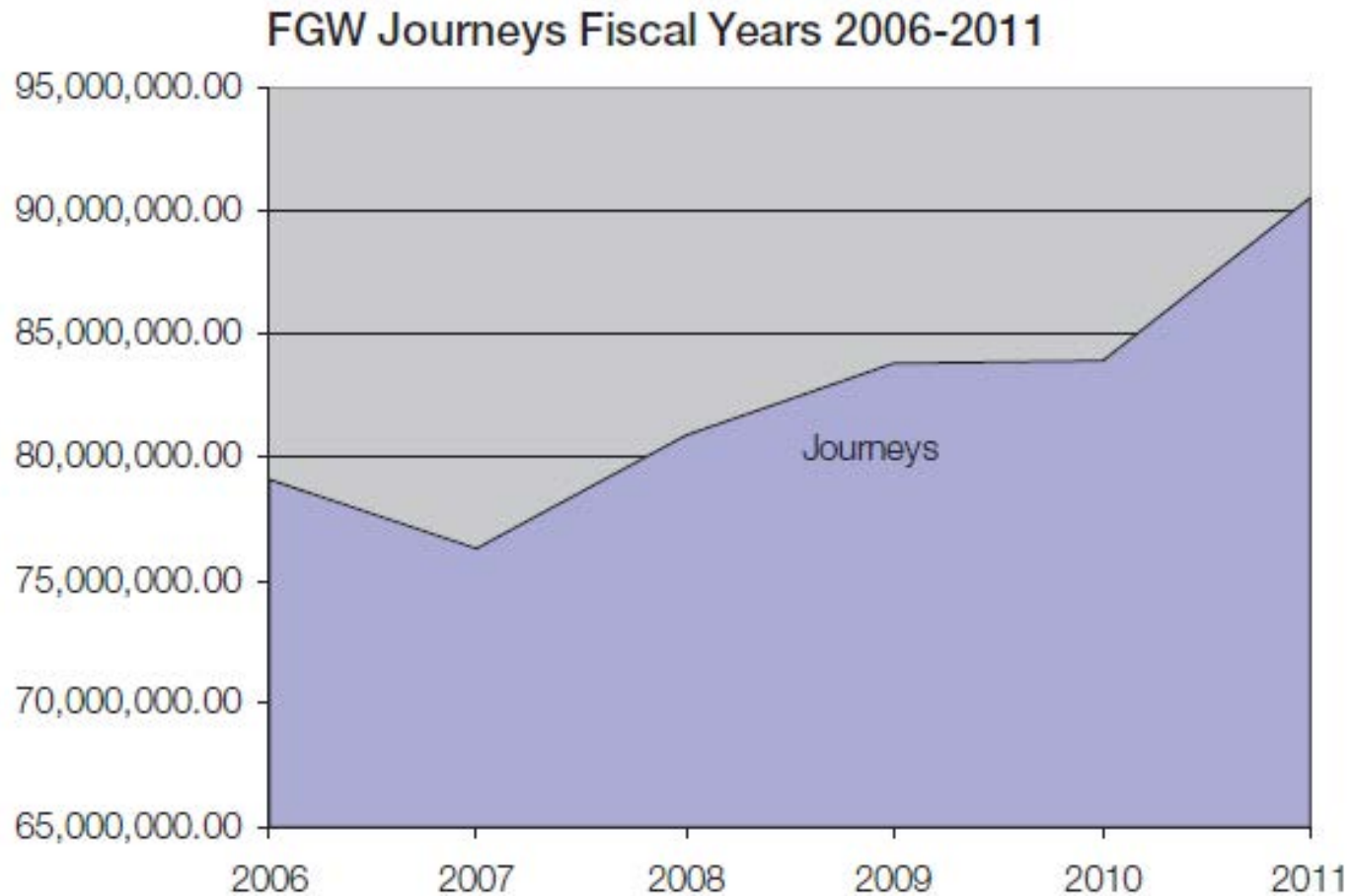
19.11 The new Great Western franchise was due to commence in July 2013, but following the review of the flawed West Coast rail franchise competition in 2012, the Secretary of State for Transport terminated the Great Western franchise competition in January 2013. This was to allow

⁸⁵ <http://www.networkrail.co.uk/browse%20documents/rus%20documents/route%20utilisation%20strategies/great%20western/great%20western%20rus.pdf>

TRANSPORT: RAIL

for a more fundamental review of the franchise proposition. The Government regards the outcome of the franchise competition to be of national significance. The existing franchise run by First Great Western will expire before the new long-term contract is put in place, so the Government have confirmed that interim arrangements will be put in place to ensure continuity of services. An interim agreement will be put in place for the next two years with longer term proposals to be announced in the spring. The new franchise will have a binding commitment to introduce ITSO compliant smart ticketing as DfT want smart ticketing to be rolled out as widely and as soon as technology permits.

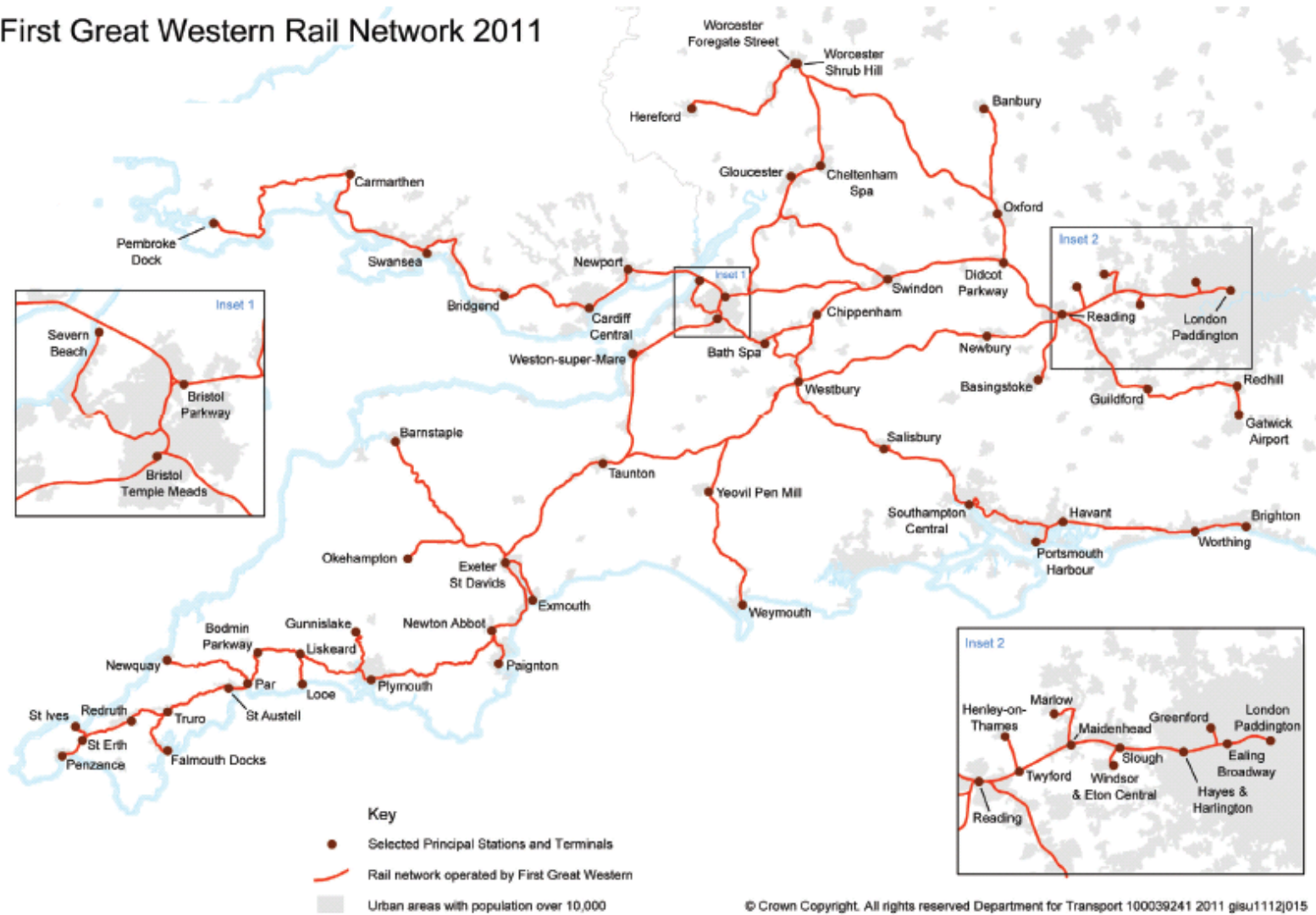
Figure 37: First great Western Journeys 2006-2011



TRANSPORT: RAIL

Figure 38: First Great Western Rail Network 2011

First Great Western Rail Network 2011



TRANSPORT: RAIL

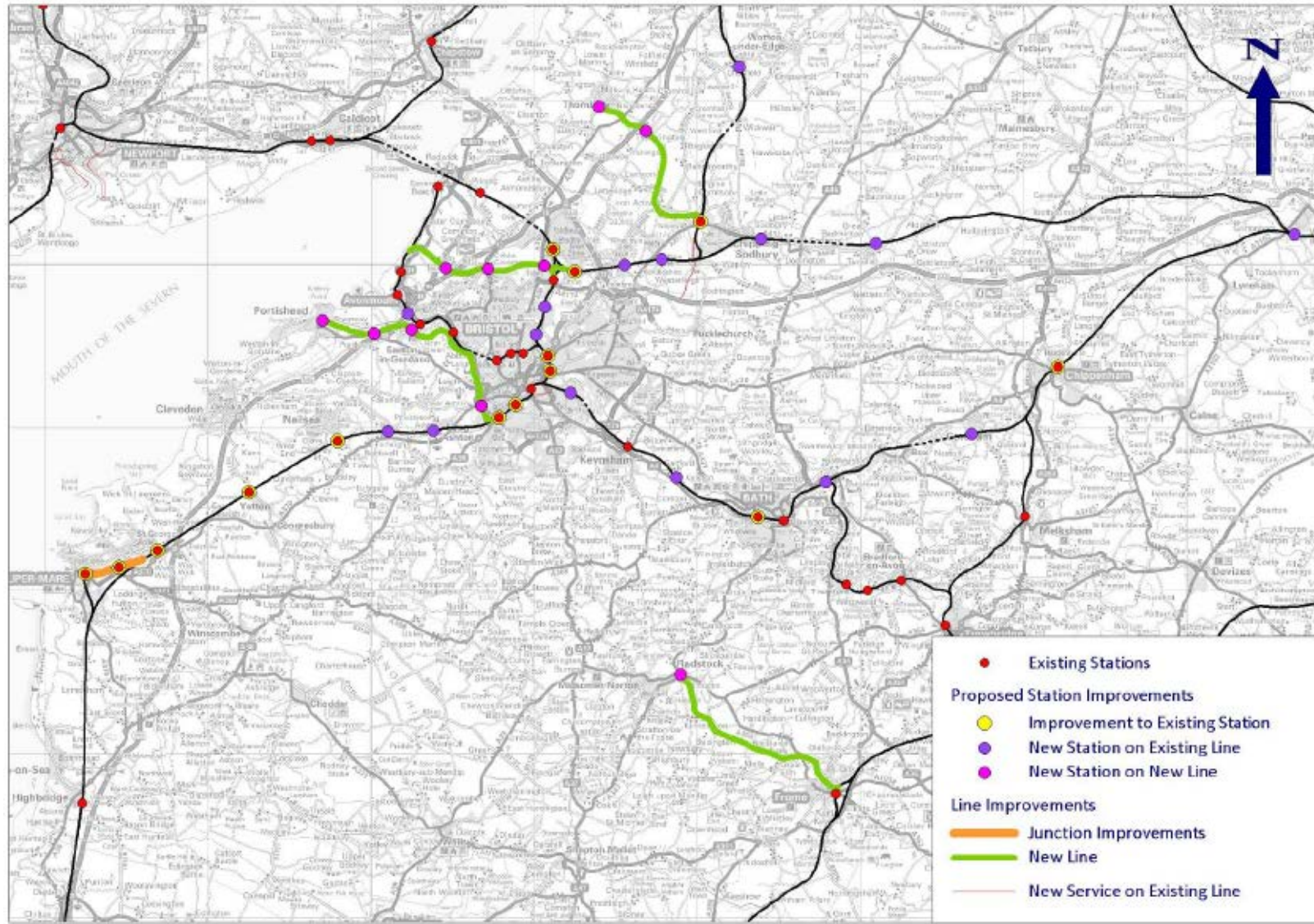
- 19.12 The latest figures published by First Great Western⁸⁶ show that the operating cost for running the franchise per year is £637.9million (data up to 31st March 2011). Within this total are payments made to Network Rail for access to the rail network which contribute towards infrastructure costs. DfT allocated a network grant of £317million to First Great Western which effectively pays the infrastructure costs incurred by Network Rail that are not covered by First Great Western.
- 19.13 Various local and regional policy documents over the past ten years have detailed aspirations for the local rail network in the West of England. The map below illustrates all the aspirational schemes identified in the most recent documents⁸⁷.
- 19.14 Whilst some of these schemes are still at the aspirational/concept stage, the majority of these aspirations can be consolidated into the stated aim of the Greater Bristol Metro, which is one of the priorities agreed for inclusion in the new Great Western Franchise by the West of England Joint Transport Executive Committee. The **Greater Bristol Metro Project** (GBMP) will provide improvements to suburban services around the West of England, including improved frequency to provide half hourly services involving new rolling stock and new infrastructure. The other priorities are re-opening the Portishead line in North Somerset; additional rolling stock to meet current, future and suppressed demand; and four-tracking of Filton Bank. Four-Track has been included in the HLOS CP5. Emerging work from Halcrow indicates the GBMP project could be delivered in two phases; phase one would see increased capacity and frequency at Oldfield Park, Bath Spa and Keynsham; phase two could see the reopening of Saltford station. All new station proposals must provide a business case and go through the Network Rail GRIP project management process. Phase 1 would require installation of turnback capability at Bathampton Up Loop, which will require new signalling and a crossover, which when combined will allow trains to cross from the Up Loop to the Down line enabling trains to return to Bath.
- 19.15 To assist the franchise bidders for the Great Western Franchise in drawing up their proposals, and to strengthen the case for the Greater Bristol Metro, the West of England have commissioned Halcrow to undertake additional work. This includes a more detailed capacity assessment on the network's ability to support the Metro, develop the business case for the proposals, quantify the economic development impact of the Metro and its role in widening the labour market and examine wider regional linkages to improve services. Halcrow will also look at the implications and risks of delivering local rail including the decentralisation of rail powers and identifying potential models for the West of England.

⁸⁶ <http://www.dft.gov.uk/publications/dft-business-plan-indicators-input-07/>

⁸⁷ WoE Joint Local Transport Plan 3 2011 – 2026 (WoE JLTP3); Great Western RUS 2010 (GWRUS); Network Rail Freight RUS 2007 (NRFRUS); WoE Discussion Note to Department for Transport on Electrification 2011; WoE Rail Conference (November 2011); Transport Alliance for Greater Bristol "Growing Bristol's Railways" 2011; and Severnside Community Rail Partnership – Progress Report 2012.

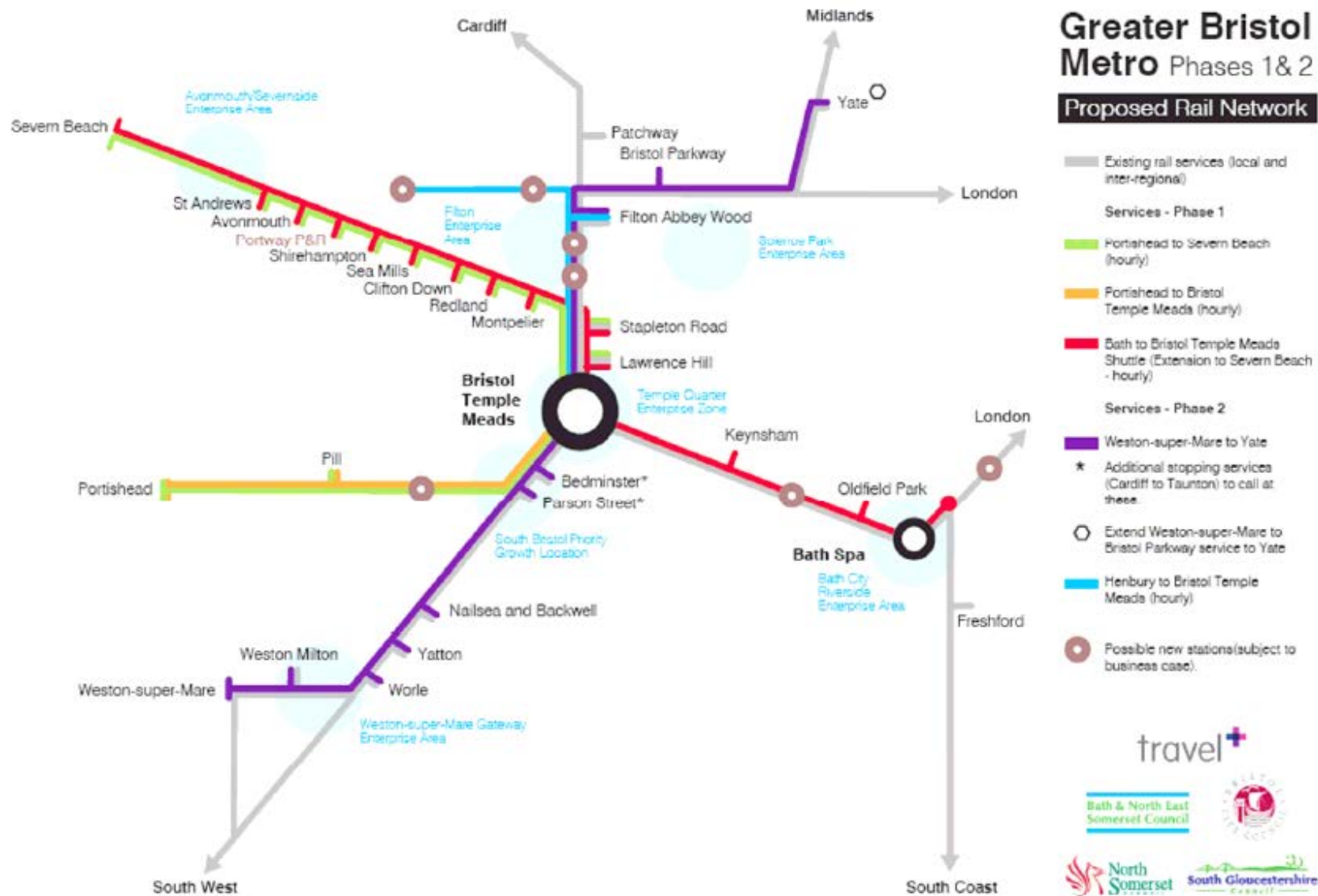
TRANSPORT: RAIL

Figure 39: Aspirational West of England Rail Schemes Identified in Recent Documents



TRANSPORT: RAIL

Figure 40: Greater Bristol Network Phases 1 and 2: proposed Rail Network



TRANSPORT: RAIL

- 19.16 The West of England has also drawn up an initial long list of future major schemes⁸⁸ in line with the recommendations of the DfT consultation paper 'Devolving Local Major Transport Schemes. The schemes that pass through the initial assessment will be subject to a multi criteria assessment assessing each scheme against a range of strategic fit and deliverability aspects. This will result in a set of high priority schemes which can be developed into a programme which covers the next CSR period (2015/16 – 18/19). Rail schemes on the long list that are assessed as affordable and deliverable include the Greater Bristol Metro (phase 1 and 2) and the new station at Saltford.
- 19.17 The **Network Rail Route Plan K 2011 Update** includes signalling renewals by Network Rail at Bristol Temple Meads, Bristol Signalling Centre area, and repositioning of signals at Bath Spa which 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. This is funded by the Network Rail Discretionary Fund, which is a mechanism for funding minor schemes which will result in an increase in the capacity or capability of the network.
- 19.18 Route Plans were superseded in 2011 by **Network Specifications** and **Route Specifications** which were published alongside the **Initial Industry Plan – England & Wales**⁸⁹.
- 19.19 DfT announced on 22nd November 2011 that Government funding had been secured for extra carriages running on services between Bristol and London Paddington on morning and evening peak services. This will increase capacity at Bath Spa.
- 19.20 Train stations should be attractive gateways to the railway system, as well as being modern, user-friendly interchanges with other forms of transport. However, significant station investment is rarely commercially self-financing. It has been proposed that greater responsibility for maintenance and upkeep of station facilities could be transferred from Network Rail to the new franchisee of the Great Western railway. Capital improvements to Bath Spa station have been secured from the Southgate development in Bath. DfT announced⁹⁰ on 6th December 2011 funding for the **Access for All scheme** which aims to improve access to railway stations. Improvements will take place at Keynsham station involving a new ramp from the bridge. All work will be completed by 2014. The 2009 Stations Review⁹¹ highlighted a desire for additional car parking and cycle spaces across the National Rail network. Bidders for the Great Western franchise are being encouraged to develop proposals to enhance provision across the franchise area. The HLOS for CP5 has ring-fenced £100m to fund station improvements, including better passenger information and has ring-fenced an additional £100m for the continuation of Access for All. The industry will be expected to seek funding contributions from other sources to further fund station infrastructure improvements.
- 19.21 One of the aspirations for new infrastructure mentioned above is to reinstate train services to Radstock. A railway alignment still exists to Radstock, diverging from the Whatley Quarry branch (Frome). Former alignments also run north to Bath and Bristol, although these have been

⁸⁸ <http://www.westofengland.org/media/247108/item%2010%20-%20jtec%20devolved%20major%20schemes%2019%20june%2012.pdf>

⁸⁹ http://www.networkrail.co.uk/Network_Specification_Western.aspx#map-9

⁹⁰ <http://www.dft.gov.uk/news/press-releases/dft-press-20111206d>

⁹¹ <http://assets.dft.gov.uk/publications/better-rail-stations/report.pdf>

TRANSPORT: RAIL

substantially built over. The available connection runs south to Frome and therefore to reach the greater Bristol area a circuitous route would need to be run via Frome and Westbury to gain the main line to Bath and Bristol. No current local or regional service exists that might be extended to Radstock were the line to be reinstated. Halcrow estimate a trip from Radstock to Bath would take 55 minutes by rail. Given that there are several buses to Bath providing a 30-minute journey time from Radstock, a reinstated rail service option would not be competitive. Halcrow have estimated that a reinstated service would have capital costs of £41.4m.

19.22 There is a railhead facility at Westmoreland Station Road, Bath, used for the transportation of waste. There may be scope to make greater use of this facility and its use for rail freight is safeguarded in Policy T.10 of the Local Plan.

19.23 The Avon Valley Railway extends into the District at Saltford and the company ultimately hopes to reach Bath, alongside National Cycle Route 4.

19.24 The Council will seek planning contributions to any improvements to the transport system necessary due to any impact created by the proposed developments.

INFRASTRUCTURE REQUIREMENT

Reference	Item	Status	Estimated Cost	Phasing			Policy Area
				11/12 to 15/16	16/17 to 20/21	21/22 to 25/26	
DWI.26	Great Western Electrification & Intercity Express Programme	Key	National Cost £5.2 billion	➤	✓		District Wide
DWI.37	Signal improvements at Bath Spa & Bristol area	Desirable	Not quantified	✓			District Wide
DWI.38a	Greater Bristol Metro Rail Project Phase 1: Bath Spa to Severn Beach hourly service including new turnback facility at Bathampton	Desirable	£2,760,000	➤	✓		District Wide
DWI.38b	Greater Bristol Metro Rail Project New Stations Package: new station at Saltford	Desirable	£5,500,000		➤	✓	District Wide
BI.4	Capital improvements to Bath Spa Train Station	Desirable	£10,000,000	✓			Bath
KI.6a	Improvements to Keynsham Railway Station	Desirable	Not quantified	➤	➤	✓	Keynsham
KI.6b	New ramp at Keynsham Railway Station	Desirable	£415,000	✓			Keynsham
RI.12	Step free access to Freshford Station	Desirable	Not quantified	➤	➤	➤	Rural areas

TRANSPORT: HIGHWAYS

NATIONAL

- 20.1 Responsibilities for managing the road network are split between different bodies. The Secretary of State has responsibility for overall Government Policy on roads, puts the relevant legislation in place, sets the strategic framework for new developments, in traffic management, and establishes financial parameters. The **Highways Agency** is an executive agency of the Department for Transport and, on behalf of the Secretary of State, operates, maintains and improves the strategic road network (SRN) – most motorways and all-purpose trunk roads – in England. The underlying principles of the SRN are linking the main centres of population; facilitating access to major ports, airports and rail terminals; enabling access to peripheral regions; and providing key cross-border routes to Scotland and Wales. Local highway and traffic authorities (such as B&NES) are responsible for all other public roads (including non-trunk 'A' roads, 'B' and 'C' roads). Local highway authorities have a duty to maintain their roads under Part 4 of the Highways Act 1980⁹².
- 20.2 The SRN is a nationally strategic asset which performs a key role in promoting the growth of the UK economy with approximately four million vehicles using the network each day.
- 20.3 Department for Transport forecasts suggest that congestion across the English road network as a whole will increase from 2003 levels by 27 per cent by 2025 and 54 per cent by 2035. Traffic will shift to less congested roads but, here too, congestion will increase over time. The **Eddington study**⁹³ estimated that by 2025 the additional cost of congestion compared to 2003 would be £12 billion per annum (in 2002 prices) for business and £24 billion for all road users
- 20.4 The **Local Transport White Paper**⁹⁴ (January 2011) invites LEPs to identify strategic transport priorities across their areas, engaging with, among others, the Highways Agency and the DfT. On 31 January 2012, the Department for Transport issued a consultation paper titled '**Devolving local major transport schemes**'⁹⁵. Under the proposals Local Transport Bodies would be responsible for establishing a programme of major schemes and for overseeing and monitoring delivery. Responsibility for delivery would be delegated to individual local authorities or other delivery agent such as the Highways Agency or Network Rail. In developing a future major schemes programme a Local Transport Body will be required to prioritise schemes on a clear basis agreed locally, which should be well-evidenced, robust and transparent. The **Bristol City Region Deal** confirmed that the necessary powers would be devolved to the West of England alongside investment in major transport schemes in the Transport Devolution Agreement.
- 20.5 The **Cook Review of the Strategic Road Network**⁹⁶ recommended that the Highways Agency publishes a new long-term strategy for motorways and trunk roads to provide a long-term strategic direction for the network, the network manager and the wider industry, set in the context of the Government's wider transport strategy and policy agenda. This will include detailing firm commitments for the next five years

⁹² <http://www.legislation.gov.uk/ukpga/1980/66>

⁹³ <http://webarchive.nationalarchives.gov.uk/+/http://www.dft.gov.uk/about/strategy/transportstrategy/eddingtonstudy/>

⁹⁴ <http://assets.dft.gov.uk/publications/making-sustainable-local-transport-happen/making-sustainable-local-transport-happen-whitepaper.pdf>

⁹⁵ www.dft.gov.uk/consultations/dft-2012-04

⁹⁶ <http://assets.dft.gov.uk/publications/strategic-roads-network/strategic-road-network.pdf>

TRANSPORT: HIGHWAYS

and set out a funding package for the existing English motorway and trunk road network. The report also recommends that the Highways Agency, working with local authorities and LEPs, should initiate and develop a new generation of route-based strategies. This would provide clarity for local authorities and LEPs over the Government's plans for the SRN, and provide a means of coordinating the interests of the DfT with local interests, potentially alongside new, localised mechanisms for financing and delivering improvements on the strategic road network, and achieve greater coordination with local road networks.

- 20.6 The DfT draft Circular '*The Strategic Road Network and the Delivery of Sustainable Development*⁹⁷' is proposed to replace Circulars 02/2007 and 01/2008. This reflects the changes brought about by the Localism Act and the NPPF; places more emphasis on the Highway Agency's role as a delivery partner to growth and a development enabler; the role the SRN can play in enabling economic growth and the removal of protectionist and/or negative statements that may be seen as a block on development; removes the expectation that the traffic impact on the SRN as a result of development should be mitigated so as to be no worse off after the 10 year review period; allows any capacity within the network to be used after traffic demand has been managed down through the implementation of travel plans and other appropriate measures; provides that where proposals would take a road or junction over capacity after impact reduction measures, mitigation will only be required to the extent that capacity is adequate at time of opening, thus removing the requirement to cater for future background growth; through this frees up capacity to be available unless the cumulative impacts are severe; and consolidates policy and advice contained in other documents concerned with specific development types, so as to provide a single source document for Transport Policy related to the SRN.
- 20.7 Capacity enhancements and infrastructure required to deliver strategic growth should be identified at the Local Plan stage and would not normally be considered as a fresh proposal at the planning application stage. The Highways Agency will work with strategic delivery bodies to identify infrastructure and access needs at the earliest possible opportunity within the Local Plan making process in order to assess suitability, viability and deliverability of such proposals. Where a potential capacity need is identified, it will be considered and weighed alongside environmental and deliverability considerations. Additional capacity may be considered in the context of the Highway Agency's forward programme of works, balancing the needs of motorists and other road users with wider impact on the environment and the local/regional community.

LOCAL

- 20.8 Possible future capital projects within B&NES could include the proposed Whitchurch bypass and Temple Clutton bypass (safeguarded in saved Local Plan policies), an improvement to the A4 between Bristol and Bath and introducing an A36/A46 link to the east of Bath. These schemes are all subject to further investigation.

⁹⁷ https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/73173/strategic-road-network-policy.pdf

TRANSPORT: HIGHWAYS

- 20.9 The West of England has drawn up an initial long list of future major schemes⁹⁸ in line with the recommendations of the DfT consultation paper 'Devolving Local Major Transport Schemes. The schemes that pass through the initial assessment will be subject to a multi criteria assessment assessing each scheme against a range of strategic fit and deliverability aspects. This will result in a set of high priority schemes which can be developed into a programme which covers the next CSR period (2015/16 – 18/19). Highways schemes on the long list that are assessed as affordable and deliverable include the Whitchurch Bypass.
- 20.10 The Council consulted during 2011 on a 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. Whilst the scheme received overwhelming public support concern was expressed over some of the detailed design. The scheme has now been improved to include a 4 vehicle drop off layby in Rossiter Road to provide improved access to Bath Spa train station⁹⁹.
- 20.11 The management of car parking is a key mechanism to achieve wider economic, environmental, safety, social and quality of life objectives. There are currently 11 public car parks serving Bath city centre and three Park and Ride car parks, providing a total capacity of 5273 spaces. The current off-street parking strategy for Bath is a balanced parking strategy that provides high quality Park and Ride car parks for long stay parking, while maintaining some city centre car parks for medium and short stay use and allowing some controlled on-street parking for short stay. An updated **draft Parking Strategy for Bath** was considered by the Overview and Scrutiny Panel. Some existing car park sites in central Bath have been identified as key development sites. The draft Parking Strategy states that city centre parking levels will have to be broadly maintained at current levels. Redevelopment of city centre car parking sites can still be supported provided parking levels are maintained either on or off site.

INFRASTRUCTURE REQUIREMENT

Reference	Item	Status	Estimated Cost	Phasing			Policy Area
				11/12 to 15/16	16/17 to 20/21	21/22 to 25/26	
Bl.3d	New vehicular bridge across the River Avon	Key	£3,800,000		✓		Bath
Bl.3k	Windsor Bridge Road Improvements	Desirable	Not quantified	✓			Bath
Bl.3l	Re-routing Pinesway gyratory	Desirable	Not quantified	➤	➤	➤	Bath

⁹⁸ <http://www.westofengland.org/media/247108/item%2010%20-%20jtec%20devolved%20major%20schemes%2019%20june%2012.pdf>

⁹⁹ <http://democracy.bathnes.gov.uk/documents/s20839/E2427%20Rossiter%20Rd%20Scheme%20Design.pdf>

TRANSPORT: HIGHWAYS

Bl.5	Bath Parking Strategy	Key	Not quantified	➤	➤	➤	Bath
Bl.9c	Highways infrastructure associated with MOD Foxhill site	Key	Not quantified		➤	➤	Bath
Bl.15	Rossiter Road Transport Scheme	Desirable	£1,800,000	✓			Bath
Bl.18	Highway works associated with Somerset Place	Key	Not quantified	✓			Bath
Bl.19	Highway works associated with Bath Press site	Key	Not quantified	✓			Bath
Bl.24	Highway works associated with Alexander House, Norfolk Place site	Key	Not quantified		✓		Bath
Bl.25	Highway works associated with Lower Bristol Road, Eastern Part site	Key	Not quantified			✓	Bath
Bl.26	Highway works associated with Lower Bristol Road, Unigate Dairy site	Key	Not quantified			✓	Bath
Bl.27	Highway works associated with MOD Ensleigh site	Key	Not quantified		➤	✓	Bath
Bl.28a	Highway works associated with MOD Warminster Road site	Key	Not quantified		✓		Bath
Bl.29	Highway works associated with The Harvester, Gloucester Road site	Key	Not quantified	✓			Bath
Bl.30c	Re-routing Green Park Road	Desirable	£3,800,000	➤	✓		Bath
Bl.31	Highway works associated with the Nursery Building, Powlett Court site	Key	Not quantified		✓		Bath
Bl.38	A36/A46 Link	Desirable	£65,000,000	➤	➤	➤	Bath
Bl.40c	Transport Infrastructure for Weston Urban Extension	Key	Not quantified	➤	➤	➤	Bath
Bl.41b	Highway works associated with Odd Down Urban Extension	Key	Not quantified	➤	➤	➤	Bath
MNRI.4	Midsomer Norton Transport network improvements	Desirable	Not quantified	➤	➤	➤	Somer Valley
MNRI.5	Radstock Transport network improvements	Desirable	£1,200,000	✓			Somer Valley
MNRI.11	Highways infrastructure associated with Hazel Terrace site	Key	Not quantified	✓			Somer Valley

TRANSPORT: HIGHWAYS

MNRI.12	Highways infrastructure associated with Radstock County Infants School site	Key	Not quantified	✓			Somer Valley
MNRI.13	Highways infrastructure associated with Old Pit Yard, Clandown site	Key	Not quantified	✓			Somer Valley
MNRI.14	Highways infrastructure associated with St Peters Factory, Jewsons site	Key	Not quantified	✓			Somer Valley
MNRI.15	Highways infrastructure associated with Welton Bibby Baron site	Key	Not quantified		✓		Somer Valley
MNRI.16	Highways infrastructure associated with Martins Block site	Key	Not quantified		✓		Somer Valley
MNRI.17	Highways infrastructure associated with South Road Car Park site	Key	Not quantified		✓		Somer Valley
MNRI.18	Highways infrastructure associated with Alcan site	Key	Not quantified		✓		Somer Valley
MNRI.19	Highways infrastructure associated with Charltons, Frome Road site	Key	Not quantified		✓		Somer Valley
MNRI.20	Highways infrastructure associated with Old bakery, Waterloo Road site	Key	Not quantified		✓		Somer Valley
MNRI.21	Highways infrastructure associated with Library / Youth Club / Church Street Youth Club site	Key	Not quantified		✓		Somer Valley
MNRI.22	Highways infrastructure associated with Coomb End North site	Key	Not quantified	➤	✓		Somer Valley
MNRI.23	Highways infrastructure associated with Clandown Scrap Yard site	Key	Not quantified	✓			Somer Valley
MNRI.24	Highways infrastructure associated with Paulton Builders Merchants site	Key	Not quantified	✓			Somer Valley
MNRI.25	Highways infrastructure associated with Paulton Printing Factory site	Key	Not quantified	➤	✓		Somer Valley
MNRI.26	Highways infrastructure associated with Wellow Lane site	Key	Not quantified	✓			Somer Valley
KI.5	Highways Infrastructure associated with Somerdale site	Key	Not quantified	✓			Keynsham
KI.17	Highways infrastructure associated with the Town Hall site	Key	Not quantified	✓			Keynsham
KI.20b	Transport Infrastructure for East of Keynsham	Key	Not	➤	➤	➤	Keynsham

TRANSPORT: HIGHWAYS

	Urban Extension		quantified				
RI.6	A37 Clutton and Temple Cloud Bypass	Desirable	Not quantified	➤	➤	➤	Rural areas
RI.7	A37 Whitchurch Bypass	Desirable	£20,000,000	➤	➤	➤	Rural areas
RI.8	Highways infrastructure associated with Wheelers Yard, North Road, Timsbury site	Key	Not quantified	✓			Rural areas
RI.9	Highways infrastructure associated with Brookside Drive, Farmborough site	Key	Not quantified	✓			Rural areas
RI.13	A4 Saltford Bypass	Desirable	£19,500,000	➤	➤	➤	Rural areas
RI.14c	Transport Infrastructure for Whitchurch Urban Extension	Key	Not quantified	➤	➤	➤	Rural areas

TRANSPORT: BUS

NATIONAL

- 21.1 The House of Commons report *Bus Service after the Spending Review*¹⁰⁰ concluded that bus services are an important and valued form of transport for many people, enabling them to participate in employment, education, and voluntary services, and to access health services and shops. Bus lanes are an important means of supporting local transport, and if well designed, bus priority measures can also make a substantial difference to congested roads.
- 21.2 *Devolving Local Major Transport Schemes*¹⁰¹ (DfT, January 2012) proposed that Local Transport Bodies would be responsible for establishing a programme of major schemes and for overseeing and monitoring delivery. Delivery would be delegated to individual Local Authorities or other delivery agents such as Network Rail. A formulaic approach to funding allocations is proposed, with per capita favoured to create an even distribution. DfT have stated that the Local Transport Body should priorities schemes on a clear basis agreed locally, which should be well evidenced, robust and transparent. The *Bristol City Region Deal* confirmed that the necessary powers would be devolved to the West of England alongside investment in major transport schemes in the Transport Devolution Agreement.

LOCAL

- 21.3 The *Greater Bristol Bus Network* includes 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. Construction commenced in 2008 and is now substantially complete. A final report has been produced by the West of England to evaluate the project¹⁰².

¹⁰⁰ <http://www.publications.parliament.uk/pa/cm201012/cmselect/cmtran/750/750.pdf>

¹⁰¹ <http://www.dft.gov.uk/consultations/dft-2012-04>

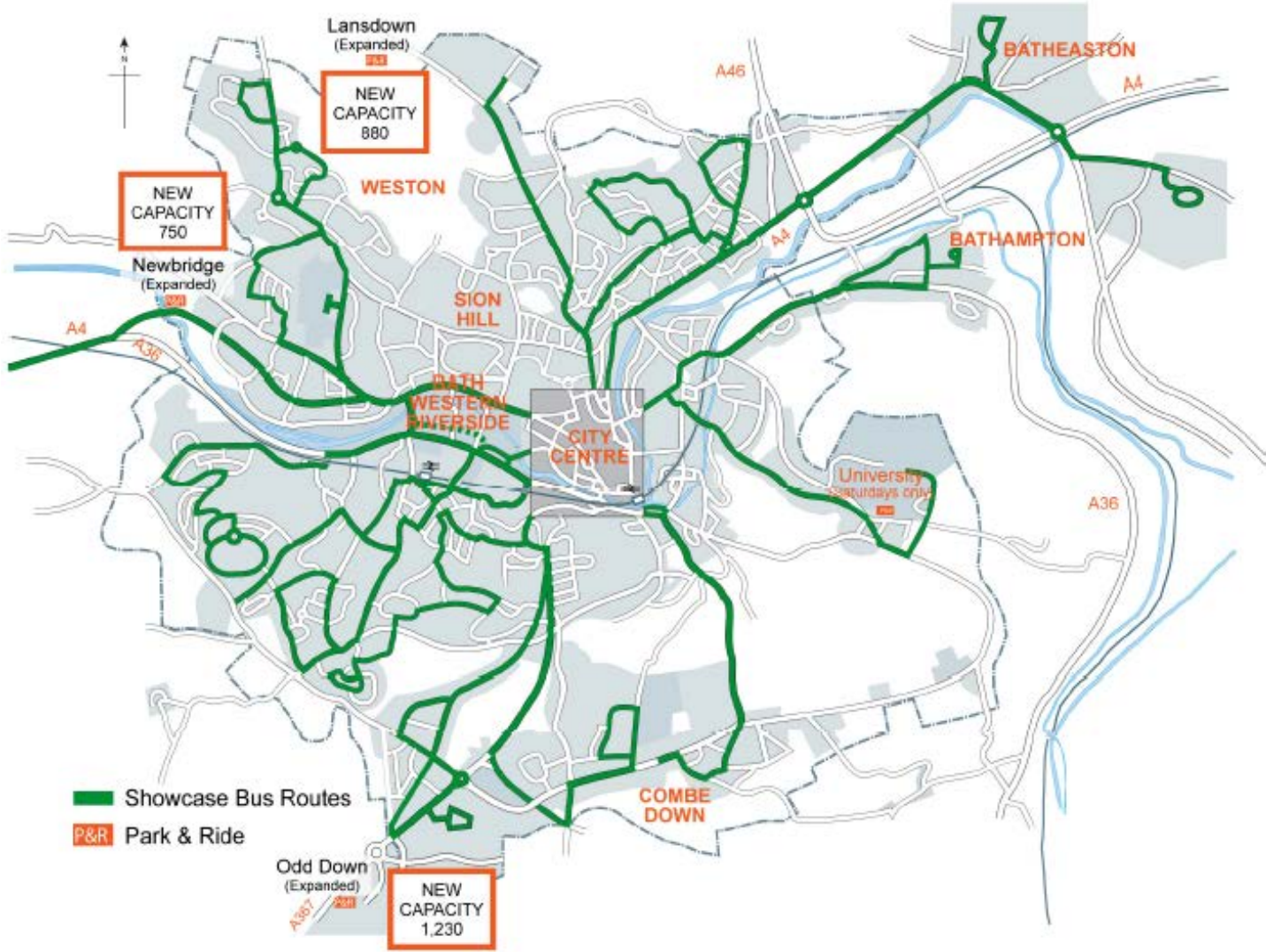
¹⁰² <http://www.westofengland.org/media/247087/item%206%20120619%20gbbn%20jtec%20.pdf>

TRANSPORT: BUS

- 21.4 The DfT confirmed on 11th July 2012 final approval for the **Bath Transportation Package (BTP)**. The announcement confirms programme entry for the scheme. The BTP comprises upgrades to bus stop infrastructure on 9 service routes including real time passenger information; expansion of the 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; and works to support Bath Western Riverside including a Bus Rapid Transit system serving the site. The Bath Package aims to provide a modern integrated easy to use public transport system which seeks to:
- Create a step change in public transport providing an attractive alternative to the private car
 - Reduce congestion and improve air quality
 - Bring environmental improvements
- 21.5 The Bath Package, as part of the DfT development pool of Local Authority Major Transport Schemes, is included in the National Infrastructure Plan as a nationally significant priority infrastructure scheme.
- 21.6 The previous 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. The Council is also reviewing options for a park and ride to the east of Bath.
- 21.7 The **West of England Sustainable Travel (WEST)** Local Sustainable Transport Fund (LSTF) large project initial proposal received funding approval from the DfT on 27th June 2012 providing £24m of Government capital and revenue funding (one of the highest in the country). 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. The total grant available for projects in B&NES is £3.1m over the life of the project. DWI.30 will expand on the work being carried forward in the LSTF Key Component Bid outlined in BI.11 and MNRI.8.

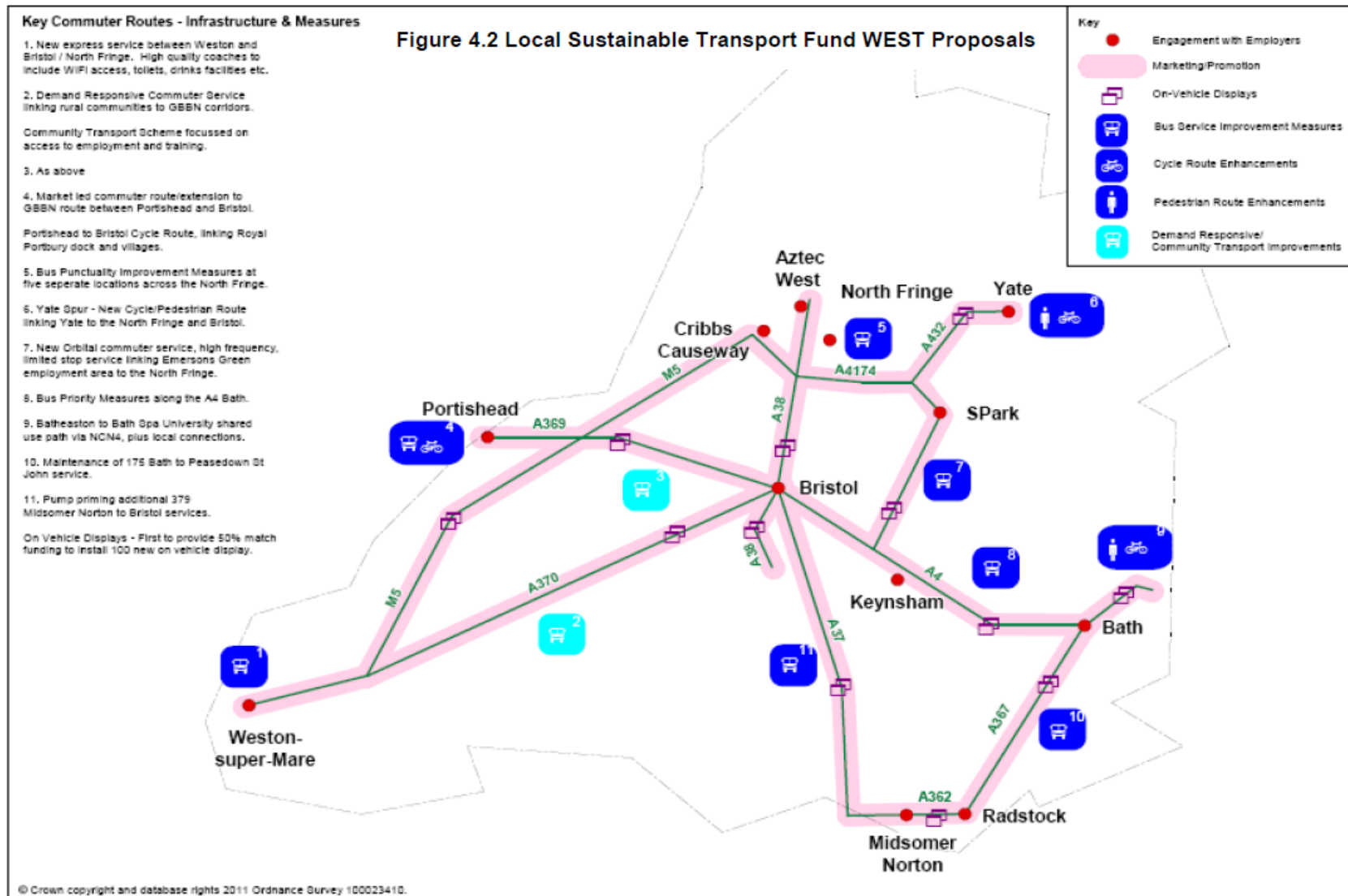
TRANSPORT: BUS

Figure 42: Bath Transportation Package



TRANSPORT: BUS

Figure 43: Local Sustainable Transport Fund WEST Proposals



TRANSPORT: BUS

- 21.8 The West of England has drawn up an initial long list of future major schemes¹⁰³ in line with the recommendations of the DfT consultation paper 'Devolving Local Major Transport Schemes. The schemes that pass through the initial assessment will be subject to a multi criteria assessment assessing each scheme against a range of strategic fit and deliverability aspects. This will result in a set of high priority schemes which can be developed into a programme which covers the next CSR period (2015/16 – 18/19). Bus based schemes on the long list that are assessed as affordable and deliverable include the East of Bath Park & Ride, and post Bath package expansion of Newbridge, Odd Down and Lansdown Park and Ride sites.
- 21.9 The **ITSO Smart Ticketing** LSTF application 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:
- 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.
- 21.10 The Department for Transport approved the bid in July 2011 and will contribute £2.98m.

¹⁰³ <http://www.westofengland.org/media/247108/item%2010%20-%20jtec%20devolved%20major%20schemes%2019%20june%2012.pdf>

TRANSPORT: BUS

INFRASTRUCTURE REQUIREMENT

Reference	Item	Status	Estimated Cost	Phasing			Policy Area
				11/12 to 15/16	16/17 to 20/21	21/22 to 25/26	
DWI.13 & MNRI.2	Greater Bristol Bus Network Improvements	Complete	£78,800,000	Complete			District Wide
DWI.29	ITSO Smart Ticketing for all local bus services	Desirable	Total cost £9,410,000	✓			District Wide
DWI.30	LSTF WEST Major Scheme	Desirable	£3,100,000	✓			District Wide
BI.1	Bath Transport Package	Key	£26,898,000	✓			Bath
BI.16	A36 bus lane	Desirable	£2,200,000	➤	➤	➤	Bath
BI.35	Bus/Cycle/Pedestrian link Locksbrook Road to Windsor Bridge Road	Desirable	£200,000		✓		Bath
BI.36	East of Bath Park and Ride	Desirable	£10,000,000		➤	➤	Bath
BI.39	Post Bath Package expansion of Newbridge, Odd Down and Lansdown Park & Ride sites	Desirable	£6,500,000		➤	➤	Bath

TRANSPORT: CYCLING & PEDESTRIAN FACILITIES

NATIONAL

- 22.1 The NPPF (paragraph 75) states that planning policies should protect and enhance public rights of way and access. Local Authorities should seek opportunities to provide better facilities for users, for example by adding links to existing rights of way networks including National Trails.
- 22.2 In September 2010 the Government announced the creation of a **Local Sustainable Transport Fund (LSTF)** aimed at both climate change and local economic growth through the implementation of sustainable transport solutions. Applications to the Fund can either be for small (up to £5m) or large (up to £50m) projects.

LOCAL

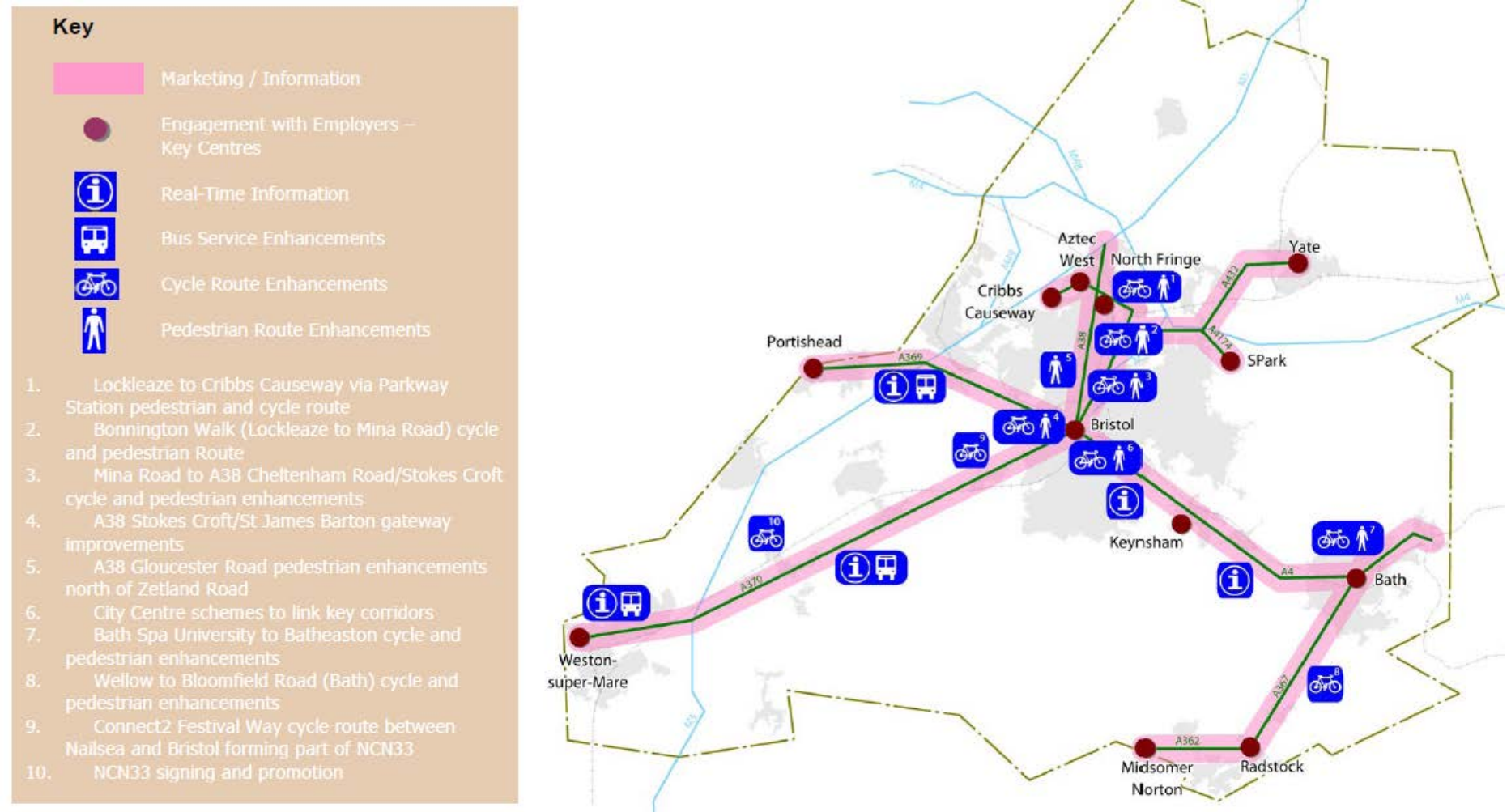
- 22.3 The emerging B&NES **Green Infrastructure Strategy** contains the key driver of Green Travel and Outdoors Access. The overall aim of the **Rights of Way Improvement Plan**¹⁰⁴ is to increase use of public paths.
- 22.4 The West of England **'Key Commuter Routes'**¹⁰⁵ **LSTF application** is an 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. The Department for Transport has awarded the Council £750,000 which will be used to fund a cycle route from Batheaston to Bath Spa University through the city centre and cycle and pedestrian enhancements from Wellow to Bloomfield Road (Bath).

¹⁰⁴ <http://democracy.bathnes.gov.uk/Executive/WL/2007/071019/01E1660zAppx1ROWIP.pdf>

¹⁰⁵ <http://www.travelplus.org.uk/media/215878/woe%20lstf%20key%20component%20bid%20april%202011.pdf>

TRANSPORT: CYCLING & PEDESTRIAN FACILITIES

Figure 44: Key Commuter Routes in LSTF Key Component



TRANSPORT: CYCLING & PEDESTRIAN FACILITIES

- 22.5 The West of England has drawn up an initial long list of future major schemes¹⁰⁶ in line with the recommendations of the DfT consultation paper 'Devolving Local Major Transport Schemes. The schemes that pass through the initial assessment will be subject to a multi criteria assessment assessing each scheme against a range of strategic fit and deliverability aspects. This will result in a set of high priority schemes which can be developed into a programme which covers the next CSR period (2015/16 – 18/19). Cycling and pedestrian schemes on the long list that are assessed as affordable and deliverable include a 'cycling major scheme'.
- 22.6 Victoria Bridge in Bath was built in 1836 and has a Grade 2* listing. The bridge has historic value, provides an important route for pedestrians (including a route to school) and is a key gateway to the Western Riverside development. The introduction of a sizeable new population at Western Riverside will increase the importance of the crossing point provided by the bridge. The bridge is in a poor condition and following structural assessments in 2010 it was found necessary to close the bridge to pedestrians and cyclists. Monitoring in 2011 highlighted significant and rapid deterioration with structural failure being a significant risk. Temporary works to secure the bridge were completed in December 2011. Dismantling the existing superstructure and reconstructing in its original form and function, using steel components to achieve the necessary strength and performance criteria for the bridge to be used as a Public Highway asset, whilst retaining original ironwork where otherwise possible is the preferred option. English Heritage has accepted in principle that this option is an appropriate solution to take forward. A solution to improve the linkage between Victoria Bridge Road and the River Avon towpath is now part of the project scope. This has potential to improve local access for pedestrians, cyclists and wheelchair users.
- 22.7 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. The project will renovate the disused Tucking Mill viaduct and open up two disused tunnels, one of which (Combe Down) is over a mile long. 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.
- 22.8 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 disused railway path links these two communities to shops, leisure and school facilities including the new skate park at Gullock Tynning, avoiding the existing busy roads in the local area. The Five Arches Greenway links to the Norton Radstock Greenway, which in turn 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.
- 22.9 The Somerdale redevelopment scheme will require improved pedestrian/cycling infrastructure with direct linkages to the town centre and train station, including disabled access. As part of this, there is opportunity to create a new 'level' route for pedestrians and cyclists across the

¹⁰⁶ <http://www.westofengland.org/media/247108/item%2010%20-%20jtec%20devolved%20major%20schemes%2019%20june%2012.pdf>

TRANSPORT: CYCLING & PEDESTRIAN FACILITIES

A4 with a lightweight bridge (subject to overcoming archaeological constraints) which would connect the Memorial Park to the railway station, addressing the A4 and railway line as major physical barriers within the park. Improved links are desired from Keynsham to the large number of long-distance footpaths and other adjacent recreational routes and strategic cycleways that surround the town, such as National Routes 3 & 4 and Regional Route 10.

22.10 The grocery shop in Farmborough has recently closed. A new footpath is desired which would connect the village to the local food store. This would ensure that the village meets the Core Strategy criteria for future small scale development. The cost 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. 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. 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.

INFRASTRUCTURE REQUIREMENT

Reference	Item	Status	Estimated Cost	Phasing			Policy Area
				11/12 to 15/16	16/17 to 20/21	21/22 to 25/26	
DWI.15	Two Tunnels Greenway	Desirable	£1,900,000	✓			District Wide
Bl.3e	New pedestrian bridge across the River Avon at Western Riverside	Desirable	£1,500,000			✓	Bath
Bl.3m	Victoria Bridge reopening	Desirable	£2,500,000	✓			Bath
Bl.11 & MNRI.8	West of England Key Commuter Routes LSTF Key Component Bid	Desirable	£750,000	✓			Bath & Somer Valley
Bl.30a	New pedestrian bridge across the River Avon at Bath Quays	Desirable	£2,500,000	✓			Bath
Bl.35	Bus/Cycle/Pedestrian link Locksbrook Road to Windsor Bridge Road	Desirable	£200,000		✓		Bath
MNRI.7	Five Arches Greenway Scheme	Complete	Not quantified	Complete			Somer Valley
KI.11	Pedestrian/ Cycle Bridge over the A4 at Keynsham	Desirable	Not quantified	➤	➤	➤	Keynsham
KI.13	Improved Cycle Links (Keynsham Greenways)	Desirable	Not quantified	➤	➤	➤	Keynsham
RI.3	Farmborough village shop pedestrian link	Desirable	£150,000	✓			Rural areas

TRANSPORT: SMARTER CHOICES

NATIONAL

- 23.1 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.
- 23.2 In encouraging these approaches the Government is encouraging individuals and business to think flexibly and to consider the range of technology and travel options available to enable them to carry out their work in the most efficient and effective manner. Using alternatives to travel can make good business sense. They can help to reduce congestion and increase productivity, contributing to economic growth, and can help reduce business travel, saving businesses money. Increased uptake of alternatives to travel can also help reduce carbon.
- 23.3 Reliable broadband access is a key factor in enabling businesses to consider increasing their take up of alternatives to travel, particularly internet-based working. The Government has committed to delivering superfast broadband (at least 25 mega-bits per second) to 90% of households in the UK by 2015, and has made £530m available during the lifetime of the current Parliament to facilitate this.
- 23.4 One of the Department for Transport's aims is to use smart and integrated ticketing to facilitate the more efficient use of the transport network. A smart ticket is one where a ticket or 'permission to travel' is stored electronically on a card or suitably enabled device – like a mobile telephone. Integrated tickets are valid on more than one operator and or mode of transport.
- 23.5 The Government's approach to electric vehicles is set out in the ***Plug-In Vehicle Infrastructure Strategy***¹⁰⁷. The Government is committed to growing the market for plug-in vehicles in the UK. The shift to ultra-low emission vehicles offers the potential to decarbonise road transport while still enabling mobility and stimulating green jobs and investment. The Spending Review made provision of over £300m over the life of the current Parliament for the Plug-In Car Grant to reduce the upfront cost of eligible vehicles to consumers and businesses. Recognising that continued growth in recharging infrastructure will be driven by private sector investment, which could be constrained by the ability to raise finance, there is the potential for the Green Investment Bank to provide targeted financial solutions for appropriate plug-in vehicle infrastructure projects.
- 23.6 The DfT announced in November 2011 that the ***National Chargepoint Registry*** will systematically map the locations of charging points for plug-in vehicles across the country. Alongside this, a new system – the Central Whitelist - will be created to make it easier for motorists to access each chargepoint without having to sign up to new schemes each time they charge in a different location. Both systems are due to go live early in 2012.
- 23.7 The Town and Country Planning (General Permitted Development) (Amendment) (England) Order 2011, coming into force on 1st October 2011, extends permitted development rights to charging points for electric vehicles.

¹⁰⁷ <http://assets.dft.gov.uk/publications/making-the-connection-the-plug-in-vehicle-infrastructure-strategy/plug-in-vehicle-infrastructure-strategy.pdf>

TRANSPORT: SMARTER CHOICES

24 LOCAL

- 24.1 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.
- 24.2 The ITSO Smart Ticketing Local Sustainable Transport Fund application will enable most public transport journeys to be undertaken using smart ticketing technology throughout South West 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.

INFRASTRUCTURE REQUIREMENT

Reference	Item	Status	Estimated Cost	Phasing			Policy Area
				11/12 to 15/16	16/17 to 20/21	21/22 to 25/26	
DWI.27	Smarter Choices Interventions	Desirable	Not quantified	➤	➤	➤	District Wide
DWI.29	ITSO Smart Ticketing for all local bus services	Desirable	Total cost £9,410,000	✓			District Wide
DWI.31	Broadband Improvements	Desirable	£1,400,000 allocated to West of England	➤	✓		District Wide

GREEN INFRASTRUCTURE: STRATEGIC GREEN INFRASTRUCTURE

NATIONAL

Primary legislation

Conservation of Habitats and Species Regulations 2010 ¹⁰⁸	Water Framework Directive ¹⁰⁹
Wildlife and Countryside Act 1981 ¹¹⁰	Countryside and Rights of Way Act 2000 ¹¹¹
Natural Environment and Rural Communities Act 2006 ¹¹²	Climate Change Act 2008 ¹¹³

- 25.1 Green Infrastructure (GI) is a well-managed, network of multi-functional green space, both urban and rural, which is capable of delivering a wide range of environmental and quality of life benefits for local communities. 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 sustainable urban drainage systems, sustainable transport and fuel/food production. Green space is taken to include rivers and standing waters.
- 25.2 GI capital costs are relatively low particularly when compared to built infrastructure. The revenue (maintenance) costs of GI are also low, but have often been overlooked/under-estimated which can compromise management standards. Accurate costing of the planning, delivery and maintenance is key to the viability of GI components such as community woodlands, access routes and wildlife areas, as is identification of a capital sum that can be invested to provide for long-term maintenance or an income stream that can contribute towards maintenance in perpetuity. Also important is the existence of long-term management agencies with the skills and capacity to manage these areas.
- 25.3 Over the last 100 years there has been an unprecedented change in the UK countryside, resulting in habitat loss and dramatic adverse impacts on the populations of many species. The Government's White Paper *The Natural Choice: Securing the Value of Nature*¹¹⁴ aims to:
- Halting biodiversity loss by 2020
 - Supporting 'healthy functioning ecosystems'
 - Establishing 'coherent ecological networks'
- 25.4 The *Lawton Report*¹¹⁵ concluded that '*England's collection of wildlife sites, diverse as it is, does not comprise a coherent and resilient ecological network even today, let alone one that is capable of coping with the challenge of climate change and other pressures*'.

¹⁰⁸ <http://jncc.defra.gov.uk/page-1379>

¹⁰⁹ <http://www.environment-agency.gov.uk/research/planning/33362.aspx>

¹¹⁰ <http://jncc.defra.gov.uk/page-1377>

¹¹¹ <http://jncc.defra.gov.uk/page-1378>

¹¹² <http://www.naturalengland.org.uk/ourwork/conservation/biodiversity/protectandmanage/habsandspeciesimportance.aspx>

¹¹³ http://www.decc.gov.uk/en/content/cms/legislation/cc_act_08/cc_act_08.aspx

¹¹⁴ <http://www.defra.gov.uk/environment/natural/whitepaper/>

¹¹⁵ <http://archive.defra.gov.uk/environment/biodiversity/documents/201009space-for-nature.pdf>

GREEN INFRASTRUCTURE: STRATEGIC GREEN INFRASTRUCTURE

- 25.5 The White Paper refers to the role of urban GI as completing the '*links in our national ecological network*' and '*one of the most effective tools available to us in managing environmental risks such as flooding and heat waves*'. It advocates that green spaces should be factored into the development of all communities.
- 25.6 **Local Nature Partnerships** (LNPs) work at a strategic scale for a better natural environment and will contribute to local plan and decision making. The Government has committed to amend the Town and Country Planning regulations (after summer 2012) to require bodies bound by the Duty to Co-operate to have regard to the views of LNPs on strategic planning matters.
- 25.7 The **Biodiversity Strategy for England**¹¹⁶ builds on the Natural Environment White Paper and sets out how international and EU commitments are to be implemented and achieved. Planning is identified as key to reducing environmental pressure from planning and development, by taking a '*strategic approach to planning for nature*' and by retaining the '*protection and improvement of the natural environment as core objectives of the planning system*'.
- 25.8 The objectives of the natural environment within the planning system are set out in the NPPF and state the '*planning system should contribute to and enhance the natural and local environment by:*
- Protecting and enhancing valued landscapes, geological conservation interests and soils;
 - Recognising the wider benefits of ecosystem services;
 - Minimising impacts on biodiversity and providing net gains in biodiversity where possible, contributing to the Government's commitment to halt the overall decline in biodiversity, including by establishing coherent ecological networks that are more resilient to current and future pressures;
 - Preventing both new and existing development from contributing to or being put at unacceptable risk from, or being adversely affected by unacceptable levels of soil, air, water or noise pollution or land instability; and
 - Re-mediating and mitigating despoiled, degraded, derelict, contaminated and unstable land, where appropriate.
- 25.9 The TCPA guidance **Planning for a Healthy Environment**¹¹⁷ contains 10 key guiding principles for planning and creating GI:
- **GI needs to be strategically planned to provide a comprehensive and integrated network:** local authorities should identify strategic GI within Local Plans
 - **GI requires wide partnership buy-in:** requires a co-ordinated approach from a multi-disciplinary, cross-organisational, cross boundary team of partners. The LNP will help to achieve this
 - **GI needs to be planned using sound evidence:** should be based on up-to-date ecological evidence on and information about GI assets

¹¹⁶ <http://www.defra.gov.uk/publications/2011/08/19/pb13583-biodiversity-strategy-2020/>

¹¹⁷ http://www.wildlifetrusts.org/sites/default/files/Green-Infrastructure-Guide-TCPA-TheWildlifeTrusts_0.pdf

GREEN INFRASTRUCTURE: STRATEGIC GREEN INFRASTRUCTURE

- **GI needs to demonstrate 'multi-functionality':** can also be viewed as the application of an 'ecosystem' approach
- **GI needs to be central to the development's design and must reflect and enhance the area's locally distinctive character:** the GI network should be fully integrated with the design, reaching into the built environment and incorporating gardens, open space, extensive corridors, and improvements that connect with the wider countryside
- **GI should contribute to biodiversity gain by safeguarding, enhancing, restoring and creating wildlife habitat and by integrating biodiversity into the built environment:** existing designated sites should be protected from development. Sites can include areas of habitat beyond the development which require protection and buffering, along with more formal green spaces enhanced for wildlife, even where nature conservation may not be the primary objective. The built environment should be permeable to wildlife, incorporating design features aimed at sustaining and increasing the population of particular species.
- **GI should achieve physical and functional connectivity between sites at strategic and local levels:** Habitats reflecting those found within the ecologically relevant surrounding area should be created off-site, around and within the development, with connections from the countryside into and through the built environment
- **GI needs to include accessible spaces and facilitate physically active travel:** developments should include attractive, engaging and safe outdoor spaces which meet a variety of social, health and well-being needs for local people. Such spaces include parks, play areas, community gardens, housing estate landscapes, playing fields, off-road walking and cycling routes, rivers, canals, road verges and structural landscaping, Local Green Space designations, Local Nature Reserves, and private gardens.
- **GI needs to be integrated with other policy initiatives:** such as catchment approach to deliver the requirements of the Water Framework Directive

25.10 The *Wetland Vision for England*¹¹⁸ sets out a 50-year vision for England's freshwater wetlands, showing where new wetlands could be created and current wetlands restored, providing multiple environmental, economic and social benefits.

25.11 While development can contribute to landscape scale GI (through S106 and potentially CIL), other funding mechanisms will need to be sought to establish significant corridors and large scale features. Examples could include the Heritage Lottery Fund, Higher Level Stewardship, and INTERREG European funding. The potential scope for biodiversity offsets is also being explored by DEFRA. Some GI assets can provide income to support management costs – for example woodlands managed for fuel, renewable energy resources, and consumption systems. Local Authorities do not have a statutory duty to manage green space, and consequently budget pressures mean that GI can lose out in terms of revenue support. Opportunities to establish innovative funding and management arrangements should be explored to ensure maximum multi-functional benefit from GI. Local Authorities do have a statutory duty to map and maintain public rights of way. Ensuring new paths created within developments are adopted is key to securing their long term protection.

25.12 The Government has stated in the National Infrastructure Plan that they will invest as *UK Green Investments* (UKGI) in green infrastructure projects from April 2012, ahead of obtaining state aid approval for the *Green Investment Bank* (GIB). The intention of the GIB is to overcome the barrier of financing major infrastructure projects. It will be capitalised with an initial £3billion. Its mission will be to accelerate private sector

¹¹⁸ <http://www.wetlandvision.org.uk/>

GREEN INFRASTRUCTURE: STRATEGIC GREEN INFRASTRUCTURE

investment in the UK green economy, with an initial remit to focus on relatively high risk projects (such as offshore wind power generation, commercial and industrial waste processing and recycling, energy from waste generation, non-domestic energy efficiency and support for the Green Deal) which are otherwise likely to proceed slowly or not at all. It will work to a 'double bottom line' of both achieving significant environmental impact and making financial returns delivering value for money.

- 25.13 Most of England's countryside is in agricultural use, which is not within the scope of planning control. The management of agricultural land is, however, crucial to achieving the wider ecological network necessary to deliver a net gain in biodiversity, and many agri-environment schemes are designed to deliver nature conservation.
- 25.14 The effect of protecting Green Belt land from most forms of development over time and its close proximity to urban areas has been such that green Belt land now contains many key GI assets. The NPPF gives a clear steer that Green Belt land should be a priority for new GI.
- 25.15 There are many approaches that can be included in the detailed design of new development to facilitate new GI. Guidance can be found in Annex B of the TCPA guidance and in ***Biodiversity and the Built Environment***¹¹⁹.

LOCAL

- 25.16 The Council has developed a ***Green Infrastructure Strategy***¹²⁰ for the district which sets out priorities for improving and extending the strategic GI network. The Strategy also identifies green infrastructure opportunities for specific locations in the district including the main urban areas. The vision for GI is that by 2026 *'the Council and its partners will have worked with the community to achieve a well-used, managed, connected and expanding network of Green Infrastructure which provides a wealth of benefits for people, place and nature'*.
- 25.17 The GI Strategy identifies a number of priority geographical projects that can deliver across a range of GI benefits. It is intended that these will be worked up and validated with partners as part of the GI Strategy action plan. These projects are:
- **Wansdyke Heritage Greenway:** an interpreted green corridor based around the remains of the Wansdyke
 - **Green Setting of Bath World Heritage Site:** to develop and deliver a joint management plan designed to protect and sustain the green setting and provide appropriate access within it for the local community and tourists
 - **North-South Greenway:** a green corridor linking Whitchurch in the north, southwards to the Somer Valley, largely following the line of the dismantled railway line
 - **Bristol Bath Railway Path:** coordinate management of the railway path to ensure it continues to provide a quality, multifunctional green corridor for both the community and wildlife

¹¹⁹ <http://www.ukgbc.org/resources/publication/uk-gbc-task-group-report-biodiversity-and-built-environment>

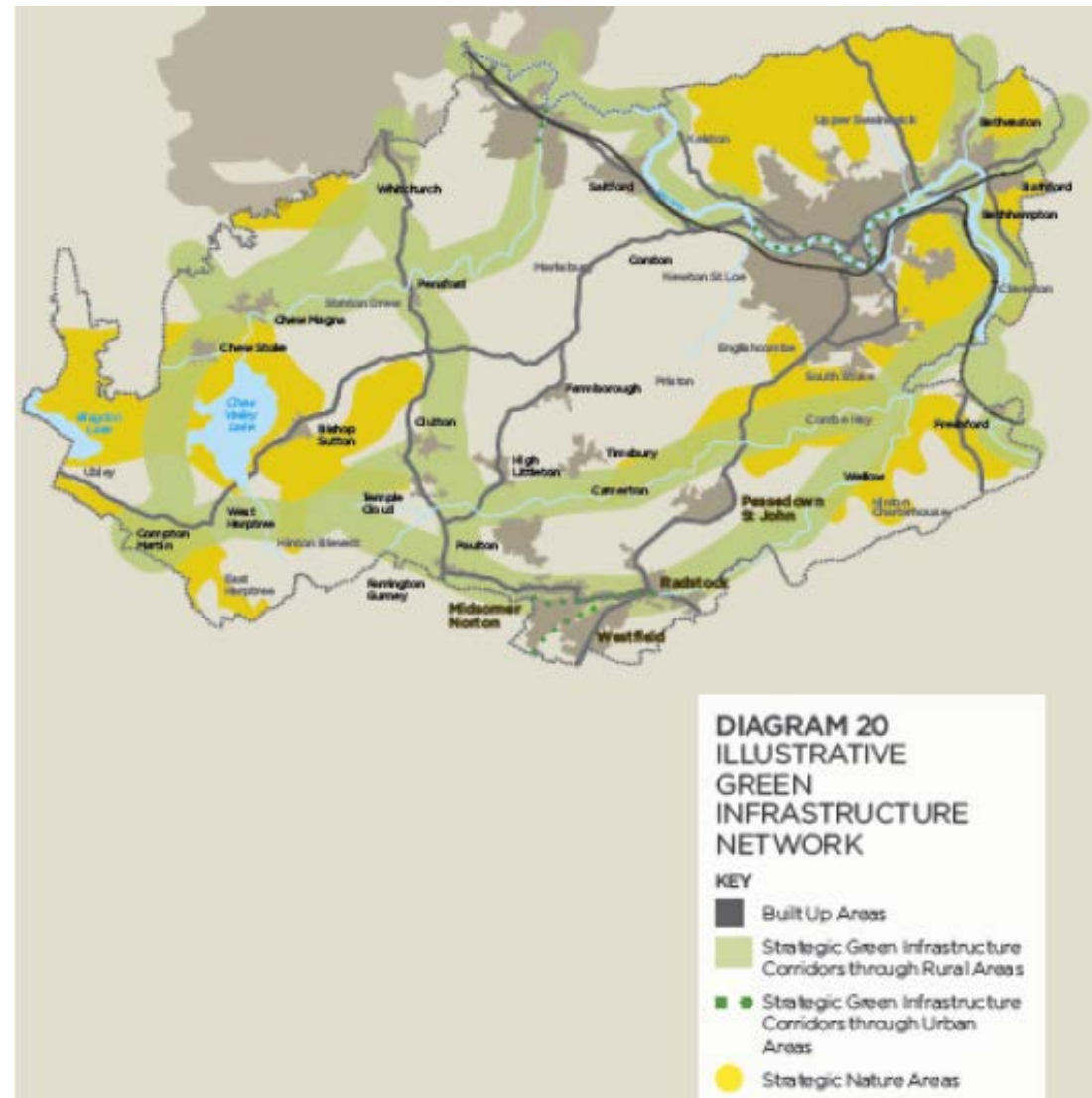
¹²⁰ http://www.bathnes.gov.uk/sites/default/files/e2389-app.1_draft_gi_strategy_0.pdf

GREEN INFRASTRUCTURE: STRATEGIC GREEN INFRASTRUCTURE

- **River Avon and Canal:** to provide a framework to deliver the full green infrastructure benefits of this significant corridor
- **AONB Linkway:** to strengthen the habitat and access connectivity between the Mendip Hills and southern part of the Cotswolds AONB
- **Restoring Priority Habitats:** to increase and then sustain coverage of priority habitat across the district, with a particular focus within Strategic Nature Areas (SNAs)
- **Protecting and sustaining ecological networks:** to develop an approach to identify and protect ecological networks to support land use planning and management decisions, including a working network map based on strategic nature areas, designated sites, wildlife corridors, priority habitats and other key features

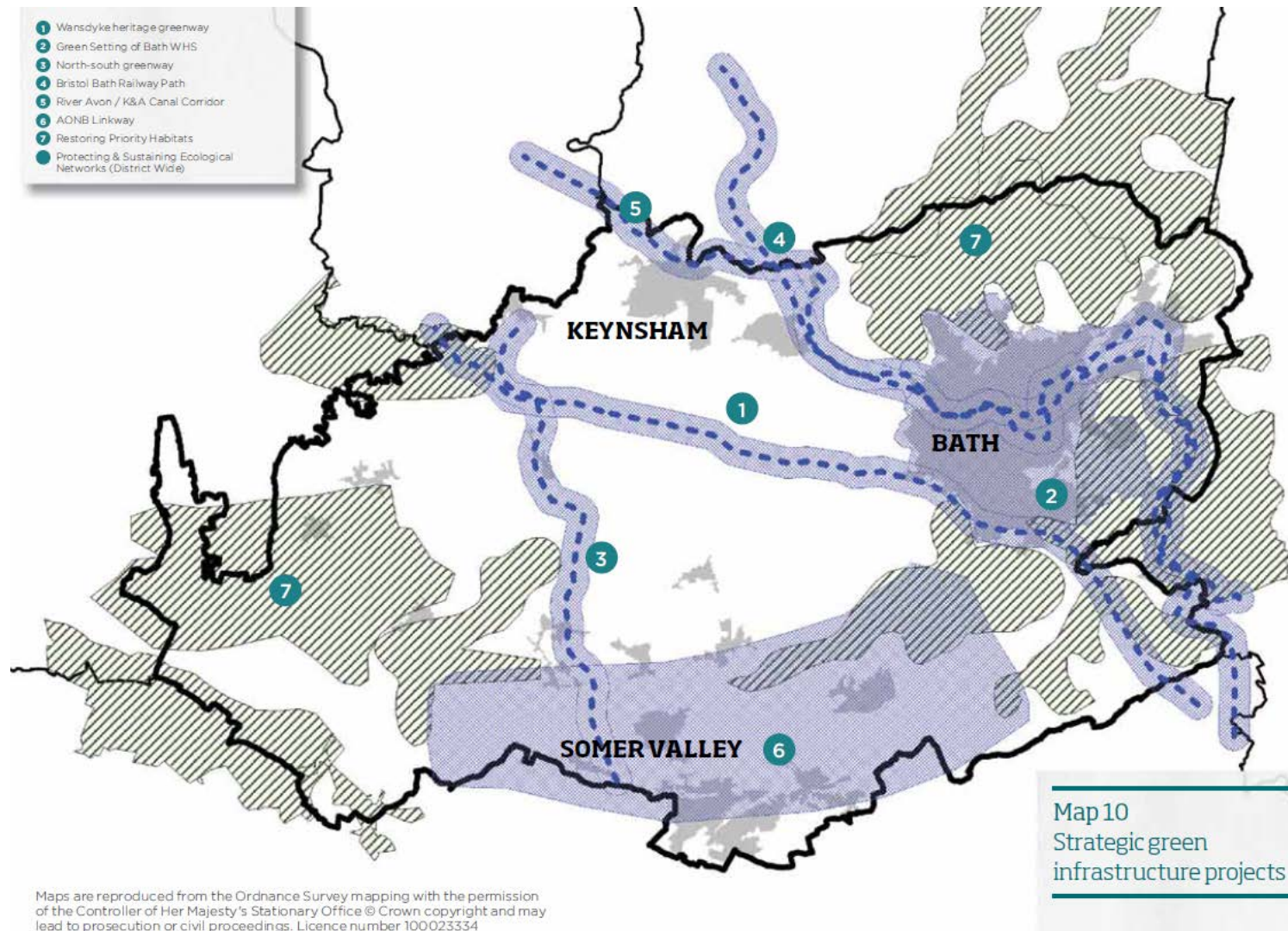
GREEN INFRASTRUCTURE: STRATEGIC GREEN INFRASTRUCTURE

Figure 45: B&NES Illustrative Green Infrastructure Network (B&NES Core Strategy)



GREEN INFRASTRUCTURE: STRATEGIC GREEN INFRASTRUCTURE

Figure 46: Identified Strategic Green Infrastructure Projects



GREEN INFRASTRUCTURE: STRATEGIC GREEN INFRASTRUCTURE

25.18 The 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 key multifunctional green corridor. It is anticipated that some of the other GI priorities/improvements highlighted in the Core Strategy will be delivered through other infrastructure schemes listed in the IDP. These include Midsomer Norton Town Park (MNRI.6); potential wetland habitat associated with flood defence (B I.2); green spaces (DWI.10) and various cycleway and footpath improvements (e.g. BI.11).

25.19 Potential funding sources include:

- Revised management regimes for Council owned land
- Partnership working with key land owners and managers
- Working with the voluntary and community sector
- External funding e.g. Heritage Lottery Fund for specific access, biodiversity or heritage/landscape projects.
- Developer contributions and Masterplan principles e.g. green corridors

INFRASTRUCTURE REQUIREMENT

Reference	Item	Status	Estimated Cost	Phasing			Policy Area
				11/12 to 15/16	16/17 to 20/21	21/22 to 25/26	
DWI.12	Strategic Green Infrastructure	Desirable	Not quantified	➤	➤	➤	District Wide
DWI.35	Infrastructure for local food growing, distribution and processing	Desirable	Not quantified	➤	➤	➤	District Wide
KI.8a	Green Infrastructure route along River Chew and River Avon corridor	Desirable	Not quantified	➤	➤	➤	Keynsham

GREEN INFRASTRUCTURE: GREEN SPACE (FORMAL, NATURAL & ALLOTMENTS)

NATIONAL

26.1 Measurable standards for GI can provide both a starting point for the outcomes of plan policy and a clear framework to measure progress over time. Examples include **Natural England's Accessible Natural Greenspace Standards**¹²¹, the **Woodland Trust Woodland Access Standards**¹²², and **Design for Play**¹²³. **DEFRA circular 1/09**¹²⁴ advises that in respect of public rights of way, alternative alignments within new developments should avoid use of estate roads and whenever possible give preference to the use of made-up estates paths through landscaped or open space areas away from vehicular traffic.

Figure 47: Examples of Measurable Standards (TCPA)

Natural England Accessible Natural Greenspace Standards
<ul style="list-style-type: none">• No person should live more than 300m from their nearest area of natural green space of at least 2ha in size• At least 1ha of Local Nature Reserve should be provided per 1,000 population• There should be at least one accessible 20ha green space within 2km from home• There should be one accessible 100ha green space within 5 km• There should be one accessible 500 ha green space within 10km
Woodland Trust Access Standards
<ul style="list-style-type: none">• No person should live more than 500m from at least one area of accessible woodland of no less than 2ha in size• There should also be at least one area of accessible woodland of no less than 20ha within 4km (8km round trip) of people's homes

26.2 The DCLG **Eco-towns supplement to former PPS1**¹²⁵ suggested that a principle of no net loss of GI could be used, with a general aim that a minimum of 40% of the total land should constitute GI (including private gardens and green roofs).

26.3 Allotments are required by statute. A minimum provision of 20 standard plots of 250sqm per 1,000 households is recommended¹²⁶.

26.4 DCLG released a guide in August 2011 outlining potential funding sources for community green spaces¹²⁷.

¹²¹ <http://publications.naturalengland.org.uk/publication/40004?category=47004>

¹²² <http://www.woodlandtrust.org.uk/SiteCollectionDocuments/pdf/spaceforpeople.pdf>

¹²³ <https://www.education.gov.uk/publications/eOrderingDownload/Design%20for%20Play.pdf>

¹²⁴ <http://www.defra.gov.uk/publications/2011/06/15/pb13553-row-circular-109/>

¹²⁵ <http://www.communities.gov.uk/documents/planningandbuilding/pdf/pps-ecotowns.pdf>

¹²⁶ <http://www.farmgarden.org.uk/>

¹²⁷ <http://www.communities.gov.uk/publications/communities/greenspacefunding>

GREEN INFRASTRUCTURE: GREEN SPACE (FORMAL, NATURAL & ALLOTMENTS)

LOCAL

- 26.5 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.
- 26.6 The Council's **Green Space Strategy**¹²⁸ (GSS) 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. There is an aspiration by the Council to create a new publicly accessible Town Park in Midsomer Norton. The GSS 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, and this is included in the Core Strategy vision for the town
- 26.7 There are 42 allotment sites currently within B&NES. The Council is responsible for 23 sites in Bath. Outside Bath responsibility for allotments remains with other local bodies, such as Parish Councils. There are approximately 1,870 plots, but few vacancies. Saved Local Plan Policy CF.8 sets out the Council's approach to the retention and provision of new allotment sites.
- 26.8 The B&NES Draft **allotments strategy**¹²⁹ aims to maximise participation in allotment gardening. It recognises the importance of allotments as a leisure and recreational facility and for their benefits to communities, green spaces, health and well-being and wildlife, as well as producing low cost locally produced food in a sustainable way.
- 26.9 A requirement of the Somerdale redevelopment site in Keynsham will be 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.
- 26.10 **The Avon Wildlife Trust**¹³⁰ is the largest local charity working to protect wildlife in the West of England area. They currently look after 35 local nature reserves covering over 1,100ha. Within B&NES these include Chew Valley Lake, Burlledge Hill, Folly Farm, Stephen's Vale and Bathampton Meadow.
- 26.11 **The Woodland Trust** promotes and facilitates delivery of new native woodland creation to underpin green infrastructure strategies to improve quality of life, health, biodiversity and landscape. They own and manage 8 woods located within BANES. Woodland can deliver a wide range of green infrastructure benefits, include for both landscape and biodiversity (helping habitats become more robust to adapt to climate change, buffering and extending fragmented ancient woodland), for quality of life and climate change (amenity & recreation, public health, flood amelioration, urban cooling) and for the local economy (timber and wood fuel markets). The indicative costs for creating new native

¹²⁸ <http://www.bathnes.gov.uk/services/sport-leisure-and-parks/parks-information-and-maintenance/green-space-strategy>

¹²⁹ <http://democracy.bathnes.gov.uk/documents/s21926/Appdx1.pdf>

¹³⁰ <http://www.avonwildlifetrust.org.uk/index.htm>

GREEN INFRASTRUCTURE: GREEN SPACE (FORMAL, NATURAL & ALLOTMENTS)

woodland will vary depending on site character, size and circumstances, but the following cost estimates per tree are: cost of tree and guard - £1.50; cost of planting - £1.00; cost of short term establishment - £0.25p. There are longer term maintenance costs.

INFRASTRUCTURE REQUIREMENT

Reference	Item	Status	Estimated Cost	Phasing			Policy Area
				11/12 to 15/16	16/17 to 20/21	21/22 to 25/26	
DWI.10	Green Space (Formal, Natural & Allotments)	Key	Not quantified	➤	➤	➤	District Wide
BI.3g	New riverside park at Bath Western Riverside	Key	Not quantified	➤	➤	➤	Bath
BI.6a	Riverside enhancements as part of GDS.1/B16 Hilton Hotel / Podium / Cattlemarket site	Desirable	Not quantified	➤	➤	➤	Bath
BI.9c	Green Infrastructure associated with MOD Foxhill site	Key	Not quantified		➤	➤	Bath
BI.17	Replacement of allotments at Southbourne Gardens, Fairfield Park	Desirable	Not quantified	➤	➤	➤	Bath
BI.27d	Green infrastructure at MOD Ensleigh site (including ecology)	Key	Not quantified		➤	✓	Bath
BI.40d	Green infrastructure at Weston Urban Extension (including ecology)	Key	Not quantified	➤	➤	➤	Bath
BI.41c	Green infrastructure at Odd Down Urban Extension (including ecology)	Key	Not quantified	➤	➤	➤	Bath
BI.33	Walcot Riverside Walk	Desirable	Not quantified	➤	➤	➤	Bath
MNRI.6	Midsomer Norton Town Park	Desirable	Not quantified	➤	➤	➤	Somer Valley
KI.4	Enhance Keynsham Hams as a Wetland Habitat	Key	Not quantified	➤	➤	➤	Keynsham
KI.8b	Improvements to the Memorial Park	Desirable	Not quantified	➤	➤	➤	Keynsham
KI.20c	Green infrastructure at East of Keynsham Urban Extension (including ecology)	Key	Not quantified	➤	➤	➤	Keynsham
KI.21c	Green infrastructure at South of	Key	Not quantified	➤	➤	➤	Keynsham

GREEN INFRASTRUCTURE: GREEN SPACE (FORMAL, NATURAL & ALLOTMENTS)

	Keynsham Urban Extension (including ecology)						
RI.14b	Green infrastructure at Whitchurch Urban Extension (including ecology)	Key	Not quantified	➤	➤	➤	Rural areas

GREEN INFRASTRUCTURE: CANALS

NATIONAL

27.1 On 2 July 2012, British Waterways was replaced by a new charity called the **Canal & River Trust**. The Government has committed to a long-term funding contract. The charity will also have new opportunities for growing income from voluntary giving, new commercial opportunities, efficiencies, and growth in volunteering.

LOCAL

27.2 The **Canal & River Trust** owns and maintains the Kennet & Avon Canal and associated structures such as culverts and feeder channels, bridges and aqueducts, locks and weirs as it runs through B&NES, as well as acting as Navigation Authority for some sections of the River Avon in the area. The canal was completed in 1810, and following subsequent dilapidation in the 1960s has been restored, and reopened in 1990. The canal is 87 miles long in total (of which 16.2 miles runs through B&NES), connecting Bath to Reading.

27.3 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.

INFRASTRUCTURE REQUIREMENT

Reference	Item	Status	Estimated Cost	Phasing			Policy Area
				11/12 to 15/16	16/17 to 20/21	21/22 to 25/26	
DWI.36	Kennet & Avon Canal Infrastructure	Desirable	Not quantified	➤	➤	➤	District Wide

GREEN INFRASTRUCTURE: SPORT & RECREATION

LOCAL

28.1 The Council manages 124 football pitches, 42 cricket pitches and 62 Rugby pitches. The **Playing Pitch Strategy** makes the following projections to 2021:

- 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

28.2 Current provision at the 'Fry's Club' site at Somerdale will be safeguarded to cater for the increased demand resulting from housing development and increased participation. This will include increased/improved changing accommodation.

INFRASTRUCTURE REQUIREMENT

Reference	Item	Status	Estimated Cost	Phasing			Policy Area
				11/12 to 15/16	16/17 to 20/21	21/22 to 25/26	
DWI.9	Playing Pitches	Key	Not quantified	➤	➤	➤	District Wide
Bl.27e	Replacement of sports pitches at MOD Enslough site	Key	Not quantified		➤	✓	Bath

GREEN INFRASTRUCTURE: PLAY

LOCAL

- 29.1 £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). The Council Play Policy¹³¹ (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.
- 29.2 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**" Programme¹³². Included within this is the development of a new adventure play park and skate park in Midsomer Norton.
- 29.3 Further investment will be needed over the plan period, including the provision of new facilities to support new development. From April 2011 revenue funding available will be 63% less than in previous years due to Lottery and Pathfinder funding ending.

INFRASTRUCTURE REQUIREMENT

Reference	Item	Status	Estimated Cost	Phasing			Policy Area
				11/12 to 15/16	16/17 to 20/21	21/22 to 25/26	
DWI.11	Children's Play areas	Key	Not quantified	➤	➤	➤	District Wide

¹³¹ <http://www.bathnes.gov.uk/services/children-young-people-and-families/childcare-early-years-play/play>

¹³² <http://democracy.bathnes.gov.uk/Data/Children%20and%20Young%20People%20Overview%20and%20Scrutiny%20Panel/20090126/Agenda/10zAppdx1.pdf>

PUBLIC REALM

LOCAL

30.1 The Council is responsible for maintaining adopted roads and pavements together with street lighting, signage and street furniture. The upgrade of the public realm has a role to play in the continuing development of the economy and the image of the place.

30.2 Public realm improvements are required to Keynsham High Street, particularly at:

- 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

30.3 Also required within Keynsham is the enhancement/creation of network of pedestrian routes between High Street, Temple Street, the Memorial Park entrance and the river, and Bath Hill East car park. Improved disabled access to shops should also be provided in any public realm improvements.

INFRASTRUCTURE REQUIREMENT

Reference	Item	Status	Estimated Cost	Phasing			Policy Area
				11/12 to 15/16	16/17 to 20/21	21/22 to 25/26	
DWI.18	Public Realm & Movement Programme	Desirable	Not quantified	➤	➤	➤	District Wide
Bl.3f	Enhanced pedestrian facilities, new paths and cycleways at Bath Western Riverside	Key	Not quantified	➤	➤	➤	Bath
Bl.10b	Provision of a significant new public space at Manvers Street	Desirable	Not quantified		✓		Bath
Bl.37	Orange Grove Public Realm Improvements	Desirable	£2,000,000	➤	➤	➤	Bath
MNRI.28	Midsomer Norton High Street Public Realm Improvements	Desirable	£2,000,000	➤	➤	➤	Somer Valley
KI.12	Town Centre and Somerdale Public Realm Improvements	Desirable	Not quantified	➤	➤	➤	Keynsham

LEISURE & BUILT SPORTS FACILITIES

LOCAL

- 31.1 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 Recreation Ground (the 'Rec') and Bath City FC. There are also a range of aspirations for a new multi-use stadium in Bath, the remodelling of the Forum as a concert hall and the upgrading of sports field changing facilities.
- 31.2 A PPG17 compliant study considering built facilities in the district has been undertaken which identifies the supply of 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.
- 31.3 Bath Sports and Leisure Centre is located at Bath Recreation Ground (the 'Rec'). If the proposed redevelopment of the Rec (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 Rec or elsewhere within the City Centre, unless over supply can be demonstrated. In June 2011, the Trust consulted on a proposal which allowed the Rugby Club to remain at the Recreation Ground. It would be granted a new lease that would enable it to redevelop its stadium. This would include a temporary east stand and the rugby pitch would be available to the Trust during the summer months. The Club would pass its Lambridge training ground to the Trust as replacement land for the area that it occupied at the Recreation Ground. The consultation exercise showed there was strong support for this proposal. The Charity Commission has now published a draft Scheme which confers certain powers on the Trust. The Scheme permits the Trust to grant a new lease to the Rugby Club and receive the Lambridge site as replacement land. It also brings indoor recreation on the Leisure Centre land within the objects of the Trust. It will be for a new trustee body to take the decisions involved in implementing the proposal.
- 31.4 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.

INFRASTRUCTURE REQUIREMENT

Reference	Item	Status	Estimated Cost	Phasing			Policy Area
				11/12 to 15/16	16/17 to 20/21	21/22 to 25/26	
DWI.16	Leisure & Culture	Key	Not quantified	➤	➤	➤	District Wide
DWI.17	Built Sports Facilities	Key	Not quantified	➤	➤	➤	District Wide
Bl.12a	Redevelopment of Bath Recreation ground	Desirable	Not quantified	✓			Bath
Bl.12b	Bath Recreation ground river bridge	Desirable	£1,500,000	➤	✓		Bath

COMMUNITY FACILITIES: POLICE

LOCAL

- 32.1 **Avon & Somerset Police Force** is one of the largest in England, policing a population of almost 1.6 million people, and in B&NES operates 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.
- 32.2 **Avon and Somerset Police Authority** receives direct Government funding in the form of Police Grant, National Non Domestic Rates (also known as Business Rates) and Revenue Support Grant. The balance of resources is raised from precepts (Council Tax) on the Unitary Authorities and District Councils in the force area. The **Strategic Policing Plan** shows that the force is substantially under-funded when compared to other similar police forces¹³³ (receiving £20.3m less in grant for 2011/12 than its identified need) and therefore has had to have a strong record of delivering improvements to efficiency and productivity. Over the last six years efficiencies in excess of £61m have been delivered. The force has developed an Accommodation Project¹³⁴ which commenced in 2009 to ensure that their estate is fit for purpose over the next 30 years. This will consolidate their estate, whilst providing the public with better access to services and better value for money. It will be funded mainly using PFI.
- 32.3 As part of this project a new **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). Avon and Somerset Police Authority has been granted permission by the Home Office and the Treasury to appoint the Blue Light Partnership consortium as its private finance initiative partner to build and maintain the building for 25 years.
- 32.4 The **Avon and Somerset Police and Crime Panel** will be part of the new accountability arrangements for policing in the Avon and Somerset force area. It will monitor and scrutinise the performance of the new **Police and Crime Commissioner**, who will be directly elected in November and will oversee policing in Somerset and the former County of Avon area. Together, they will replace the current Police Authority.

INFRASTRUCTURE REQUIREMENT

Reference	Item	Status	Estimated Cost	Phasing			Policy Area
				11/12 to 15/16	16/17 to 20/21	21/22 to 25/26	
DWI.23	Police	Desirable	Not quantified	✓			District Wide
Bl.10d	Relocation of Manvers Street Police Station	Desirable	£3,000,000	✓			Bath

¹³³ http://www.avonandsomerset.police.uk/information/documents/cache/PDF/Document5725_840309.pdf

¹³⁴ <http://www.avonandsomerset.police.uk/accommodation/index.aspx>

COMMUNITY FACILITIES: FIRE

NATIONAL

Primary legislation

Fire and Rescue Services Act 2004¹³⁵

Fire and Rescue Service (Emergencies) (England) Order 2007¹³⁶

- 33.1 The Government has a responsibility to ensure that the public is adequately protected. The Fire and Rescue Services Act 2004 and Fire and Rescue Service (Emergencies) (England) Order 2007 provide fire and rescue authorities with mandatory functions in relation to fire and road traffic accidents, and in connection with key types of emergencies. The **Fire and Rescue National Framework**¹³⁷ (July 2012) sets out the Government's priorities and objectives for fire and rescue authorities in England. These are to:
- Identify and assess the full range of foreseeable fire and rescue related risks their areas face, make provision for prevention and protection activities and respond to incidents appropriately;
 - Work in partnership with their communities and a wide range of partners locally and nationally to deliver their service; and
 - Be accountable to communities for the service they provide.
- 33.2 Fire and rescue authorities are required to assess the risk of emergencies occurring and use this to inform contingency planning. To do this effectively, fire and rescue authorities are expected to assess their existing capability and identify any gaps as part of the integrated risk management process. The Fire and Rescue Strategic Resilience Board will consider any capability gaps identified. Final decisions on whether new capability is required will be for ministers to take, informed by recommendations made by the Fire and Rescue Strategic Resilience Board.
- 33.3 Capital grant was a new un-ring-fenced national funding stream in the Comprehensive Spending Review 2007 (from 2009-10) for fire and rescue authorities and was distributed in part according to population levels. This funding was introduced following the end of Private Finance Initiative funding. This is the only capital funding stream that is continuing. As part of the Spending Review 2010 DCLG secured capital grant funding for fire and rescue authorities in England of £70m per annum for 2011-12 and 2012-13. This was distributed by allocation of a fixed sum to every authority with the balance distributed according to population. Capital Grant funding is intended to be used to drive efficiency savings in the fire and rescue service at a time when there are significant cuts in resource funding. The Government have suggested that this funding should be invested in schemes that reduce fire and rescue authorities overheads, such as station refurbishment, more efficient estate management arrangements, relocation of headquarters or private communications networks¹³⁸.
- 33.4 The Government is making available £81 million for local improvements- up to £1.8 million for each authority for plans to improve the resilience, efficiency and technology in their control services.

¹³⁵ http://www.legislation.gov.uk/ukpga/2004/21/pdfs/ukpga_20040021_en.pdf

¹³⁶ <http://www.legislation.gov.uk/uksi/2007/735/contents/made>

¹³⁷ <https://www.gov.uk/government/consultations/fire-and-rescue-national-framework-for-england--2>

¹³⁸ <http://www.communities.gov.uk/documents/fire/pdf/1986537.pdf>

COMMUNITY FACILITIES: FIRE

LOCAL

- 33.5 **Avon Fire & Rescue Service** covers the former Avon area. Within B&NES they have the following facilities: Bath, Keynsham, Paulton, Radstock and Chew Magna Fire Stations, Bath and Keynsham Community Safety Centres, and the Avon Fire Authority Command & Mobilising Centre at Lansdown, Bath. The service has a legal responsibility under the Fire and Rescue Services Act 2004 to promote fire safety, and attend fires and road traffic collisions for fire fighting and rescue purposes.
- 33.6 Avon Fire Authority was allocated £1,490,509 in capital grant allocation for 2011-12 and 2012-13. There is no indication at this stage what the capital grant will be after 2012/13.
- 33.7 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. The Fire Stations within B&NES must be located to best manage both the operational response risk and community risk. Increasing traffic congestion and potential development on the periphery of Bath is seen to interfere with the future efficient operation of the Bath station. Two new small stations could provide improved cover to Bath to replace Bath Fire Station (potentially in more peripheral locations) if funding allows. Keynsham Fire station meets the current and projected needs of the Fire and Rescue Service but a replacement station (could be relocated on the eastern side of Bristol or near Keynsham industrial estate) would be considered in support of the desire to redevelop Keynsham Town Centre.
- 33.8 In January 2012 Avon Fire and Rescue were amongst 23 bidders for government funds to improve their control centre. The government confirmed that funding has been set aside for Avon Fire and Rescue but that further work would be required before funding can be awarded. The aim is to conclude matters by the end of June 2012.

INFRASTRUCTURE REQUIREMENT

Reference	Item	Status	Estimated Cost	Phasing			Policy Area
				11/12 to 15/16	16/17 to 20/21	21/22 to 25/26	
DWI.24	Fire	Desirable	Not quantified	➤	➤	➤	District Wide
KI.14	Relocation of the Fire Station	Desirable	Not quantified	➤	➤	➤	Keynsham

COMMUNITY FACILITIES: AMBULANCE

LOCAL

- 34.1 The **Great Western Ambulance Service NHS Trust** (GWAS) provides emergency advice, care and treatment to the population of B&ENS, and the wider West of England, Wiltshire and Gloucestershire area. Within the district the service operates from ambulance stations in Bath, Keynsham and Paulton. In addition it makes use of standby points at St Martin's Hospital and Midsomer Norton. Response times are set for incidents, in order to improve response times the number of standby stations is being increased.
- 34.2 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".

INFRASTRUCTURE REQUIREMENT

Reference	Item	Status	Estimated Cost	Phasing			Policy Area
				11/12 to 15/16	16/17 to 20/21	21/22 to 25/26	
BI.22	Relocation of Bath Ambulance Station	Desirable	Not quantified	➤	➤	➤	Bath

COMMUNITY FACILITIES: YOUTH SERVICES

LOCAL

- 35.1 Youth Services provides Positive Activities and individual support for those more vulnerable young people aged 11 to 25 year olds focusing on young people aged 13-19. The Youth Service delivers these activities using qualified and experienced staff via 4 well-equipped Youth Hubs, one mobile youth bus, outreach and detached in the areas of the development.
- 35.2 The Youth Service received a grant from the Government of just over £2m to improve the facilities at Southside Youth Hub and the purchase of a new mobile youth bus. The challenge in the next 5 years will be to provide similar facilities and equipment at the other youth hubs in Radstock, Peasedown and Riverside in Bath. Discussions are already in place to consider how an injection of capital funding from another source could be added to an existing project to improve services. However there is no mainstream funding identified at present.
- 35.3 Youth work is part of community-based informal education provision, where young peoples' participation and active engagement within the wider community is an important aspect of informal education and youth work. The Council has a statutory duty to ensure the provision of Positive Activities for young people and the local delivery of youth work services. The legislation that supports youth work is described in detail in the Statutory Guidance in Section 507B **Education Act 1996**¹³⁹ published in March 2008. This statutory guidance sets out the requirements for Local Authorities to provide youth work in three areas: positive activities, decision making by young people and 14-19 learning.

INFRASTRUCTURE REQUIREMENT

Reference	Item	Status	Estimated Cost	Phasing			Policy Area
				11/12 to 15/16	16/17 to 20/21	21/22 to 25/26	
DWI.22	Youth Services	Key	Not quantified	➤	➤	➤	District Wide

¹³⁹ <http://www.barnsley.gov.uk/media/1416454/DCSF%20Statutory%20Guidance%20on%20Section%20507B%20Education%20Act.pdf>

COMMUNITY FACILITIES: LIBRARIES

NATIONAL

- 36.1 Libraries are a valued community resource and a focus for local activities and information. This role can be particularly important in areas where they are the only accessible public building or where they provide the only safe, neutral space for people to meet. Unlike many of the other services that are provided by councils, people use them mainly out of choice rather than necessity.
- 36.2 The Department for Culture, Media and Sport are responsible for national library policy. Library Standards to help define a "comprehensive and efficient" service were first introduced in 2001. They were revised periodically before being withdrawn altogether from April 2008 in line with the new performance framework for local government.
- 36.3 Central Government core funding for public libraries is paid for through the Local Government settlement, administered by CLG. It is not ring-fenced. Local authorities decide how to allocate core funding to public libraries in the light of their statutory duties and local priorities. Local authorities have a statutory duty to provide a "comprehensive and efficient library service" under the terms of the 1964 Public Libraries and Museums Act.

LOCAL

- 36.4 There are currently 8 libraries within B&NES located in Bath (Central, Moorland Road and Weston), Keynsham, Midsomer Norton, Radstock, Paulton and Saltford. There is also a mobile library service. 65% of households within B&NES live within one mile of a static library, and 86% within two miles. Opening hours of the B&NES library service are 73 annual hours per 1,000 population, and they provide on average 3.7 electronic workstations per 10,000 population and 101.4 additional items per annum per 1,000 population¹⁴⁰.
- 36.5 The wards with statistically significant high numbers of frequent users are in the wards that reside in and around Central Bath which can be explained by their close proximity to Bath Central Library and the high number of students who also have access to large academic libraries. The majority of wards that have significantly low levels of frequent users are residents of the wards in rural hinterlands in western B&NES that are not in close proximity to branch libraries. The wards that are in exception to these rules are Twerton, and Odd Down, both of which are in wards near central Bath and have access to large branch libraries but have significantly low levels of frequent library users.
- 36.6 The Council adopted a **3 Year Service Plan** in April 2012¹⁴¹. The Council will provide, enable and support accessible library services, consisting of a free core services and embedded community based services. Under this plan community libraries will be supported, i.e. library collections in local community centres/village halls, managed by local groups/organisations which would receive support from the library service in the form of materials and targeted activities. 3 community libraries will be set up by March 2013 and further ones planned with local communities

¹⁴⁰ Cipfa 2010/11 figures

¹⁴¹ <http://democracy.bathnes.gov.uk/documents/s16349/E2380%20Library%20Plan%202012-15.pdf>

COMMUNITY FACILITIES: LIBRARIES

in the following years. 'Library links' will also be set up in places such as post offices, village shops etc where reservations can be collected and returned.

- 36.7 Bath Central Library is currently located within the Podium site in the city centre. In the long term, the Council is interested in finding a new site within Bath. Until this happens the library will remain in its present location.
- 36.8 A new library in Keynsham is to be secured as part of the re-development of the Town Hall site. This will also include a new one-stop-shop for Council service users.
- 36.9 Plans are in place to relocate the library at Paulton to a new library/café/community resource within the Hillcourt Shopping Centre, called 'The Hub'. Capital funding to support this project has been secured and the project is on target to complete by March 2013.
- 36.10 Moorland Road, Weston, Saltford and Paulton libraries are at capacity.

INFRASTRUCTURE REQUIREMENT

Reference	Item	Status	Estimated Cost	Phasing			Policy Area
				11/12 to 15/16	16/17 to 20/21	21/22 to 25/26	
DWI.40	Community Libraries and 'Library Links'	Desirable	Not quantified	➤	➤	➤	District Wide
KI.10a	New library and Council one-stop shop	Desirable	Not quantified	✓			Keynsham
RI.1	New library in Paulton	Desirable	£300,000	✓			Rural areas

COMMUNITY FACILITIES: PUBLIC TOILETS

LOCAL

- 37.1 Toilets that are accessible by the general public are important to the well-being and development of an area. The Council has adopted a **Public Toilets Provision Strategy**¹⁴² which recognises that local councils are no longer the only providers of toilet facilities and that other providers and options must be brought forward as there is little prospect of the Council being able to allocate any increase in capital or revenue funding to this non-statutory service.
- 37.2 The Council has a portfolio of mature public toilets which, while generally satisfying user basic needs historically, are not now all generally best equipped for current needs. Toilet facilities may be made available to the general public where the individual location access and circumstances allow, such as libraries, sports centres and ordinary council offices.
- 37.3 Many toilet facilities provided by commercial and retail businesses have been primarily or solely for use by customers in the past. Some larger shops in city and town centres understand that people come in to use the toilets and recognise that this may lead to people buying goods whilst inside. Out of town shopping centres and new mixed retail developments now generally make provision for toilet facilities for all visitors and cinema complexes provide toilet facilities. Bus and railway stations often provide toilet facilities as do many car parks.
- 37.4 Providing toilet facilities in separate buildings (and mainly by local councils), has been the model for many decades. This may still have a role in certain circumstances, where there are already facilities there and where a local community wants the facilities. However there may be increasing benefits from co-located provision in existing buildings wherever possible to reduce some of the negative aspects such as anti-social behaviour and vandalism and the associated costs. Alongside commercial providers in significant retail centres with extended opening hours and in entertainment venues and visitor attractions, the case for publicly accessible toilets in a wider variety of community buildings and service centres will become stronger, drawing in a wider range of potential partners to fund and manage them.
- 37.5 The strategy seeks to relieve Council budgetary pressure in this area by:
- Developer funding towards major refurbishments of existing toilet facilities
 - Developer funding towards new sets of toilets in or near appropriate housing or commercial developments
 - Local partnership and sponsorship working with retail, hospitality and other businesses
 - Innovative solutions in joint arrangements with toilet industry providers
 - Business case-supported capital/revenue investment by the Council
 - Extended use of planning and licensing policies
- 37.6 Since 2004, approximately £470,000 has been spent on upgrading a number of the Council public conveniences by Property Services, mainly focussed on Disability Discrimination Act (DDA) compliance works which has been completed at most of them. Two Council public toilets are

¹⁴² <http://democracy.bathnes.gov.uk/documents/s8803/Appx%201%20The%20Strategy.pdf>

COMMUNITY FACILITIES: PUBLIC TOILETS

programmed for DDA works in 2011/12 – Sydney Gardens, Bath and Ashton Way, Keynsham. Refurbishment and remodelling works are in progress at two locations this year – Gullocks Tynning, Midsomer Norton and Monksdale Road, Bath, part-funded by Aiming High for Disabled Children. Any new toilet provision, however it is to be delivered, needs to be demand-driven with the local community involved in the assessment and decision making.

INFRASTRUCTURE REQUIREMENT

Reference	Item	Status	Estimated Cost	Phasing			Policy Area
				11/12 to 15/16	16/17 to 20/21	21/22 to 25/26	
DWI.32	Public Toilet Provision	Desirable	Not quantified	➤	➤	➤	District Wide

COMMUNITY FACILITIES: INFORMATION & COMMUNICATION TECHNOLOGY

NATIONAL

Primary legislation

Telecommunications Act 1984¹⁴³

Communications Act 2003¹⁴⁴

Companies operating within B&NES

Numerous

- 38.1 The Government's ambition is to establish UK digital communications, consisting of both fixed-line and mobile networks including broadband and voice services, as amongst the most successful in the world.
- 38.2 The banner of telecommunications encompasses a range of services including television, radio, landline telephone, mobile telephone and internet. The telecommunications sector has two main overarching components, firstly direct infrastructure provision and connections and secondly delivery of services to consumers. Terrestrial networks such as landline telephone and broadband are most likely to be affected by construction activities:
- **Backbone infrastructure:** The main trunk of the network from which connections will feed, of which there are three kinds. Firstly the BT national network of fibre and copper trunk lines. Secondly the national fibre network owned by Virgin Media and thirdly more national and more localised fibre networks owned by a number of companies. All the backbone infrastructure interconnects and companies send signals over each other's networks.
 - **Connection infrastructure:** There are a number of different types of connection from the backbone infrastructure to consumers. These consist of copper circuits for telephony and broadband through Asymmetric Digital Subscriber Line (ADSL), coaxial connections for telephony and broadband, wireless connections from local antennae and in some instances fibre connections are being provided for telephony and broadband.
- 38.3 Companies are able to offer services over the infrastructure, whether they own it or not. Some companies are able to restrict the use of their infrastructure, however, **Ofcom** guidance is for BT to provide open access for service providers and this is increasingly the principle by which other infrastructure connections operate.
- 38.4 In the residential and small business markets, BT provides telephony only and also broadband services over its copper connections. Other service providers also offer telephony and broadband services over BT's copper connections using ADSL. There is also a trend for people to use wireless connections for both broadband and telephony. In the larger commercial market the distinction between broadband and telephony is becoming blurred in terms of the connections which are generally fibre or wireless.

¹⁴³ <http://www.legislation.gov.uk/ukpga/1984/12>

¹⁴⁴ <http://www.legislation.gov.uk/ukpga/2003/21/contents>

COMMUNITY FACILITIES: INFORMATION & COMMUNICATION TECHNOLOGY

38.5 The backbone infrastructure providers develop their networks in response to market demand, be that the quantity of traffic or sufficient scale new developments; they fund this provision. Where the scale of new development precludes the provision of backbone infrastructure then connections will be provided, if by no-one else by BT under their universal service obligation for telephony. On sites they will require provision of ducting for cables usually at the developers cost. Some companies charge consumers for the connection at a fixed rate (e.g. BT), others cover this cost through service agreements with the consumer or the service provider.

Figure 47: Ofcom's communications infrastructure dashboard 2011

Network performance	
Fixed telephony	Performance in 2011
Coverage of fixed line telephony	100 per cent of premises
Fixed broadband	
Coverage of broadband at 2 megabits per second or more	86 per cent of existing connections
Coverage of Superfast broadband (24 megabits per second or more)	58 per cent of premises
Average fixed broadband modem sync speed (March 2011)	7.5 megabits per second
Mobile 2G (outdoor)	
Premises served by all operators	97 per cent of premises
Premises not served by any operator	less than 0.1 per cent of premises
Geographic area coverage by all operators	66 per cent of land area
Geographic area not served by any operator	6 per cent of land area
Mobile 3G (outdoor)	
Premises served by all operators	73 per cent of premises
Premises not served by any operator	1 per cent of premises
Geographic area coverage by all operators	13 per cent of land area
Geographic area not served by any operator	30 per cent of land area

Broadband

- 38.6 Broadband was only made available in 1990 and within a decade it has become viewed as a key utility like electricity upon which people's livelihoods and social interactions depend. There is strong evidence that access to technology and good connectivity allows businesses to grow at faster rates than those who do not and that educationally and socially life chances are improved. The UK has one of the highest levels of broadband penetration in the world (71% of UL households have broadband access). The UK's broadband coverage, speed and cost also compare well to Western European countries, but less so in comparison with Scandinavian and East Asian countries. Unlike landline telephone services, there is no right to broadband and provision to-date has been based on commercial criteria by the internet service providers (ISPs) who operate in a largely deregulated market geared to optimising choice and competitive pricing. The market is expected to provide superfast broadband to around two thirds of the country. For example, BT is investing £2.5billion in a fibre broadband rollout programme. However, a third of the country is not commercially attractive for the roll-out of superfast broadband. This tends to be more rural areas with lower population densities and greater distances from local exchanges.
- 38.7 The **Digital Britain Report**¹⁴⁵ made key recommendations to ensure that all parts of the UK have access to high speed broadband, in particular a Universal Service Commitment of 2Mbps to all premises by 2015. This was taken up by the Government, who stated that their vision for broadband is to ensure higher bandwidth and more reliable fixed broadband services for consumers and businesses. Specifically the aim is to have the best superfast broadband (defined as 24Mbps) network in Europe by 2015, taking into account coverage, speed, price and choice of broadband services, and to provide universal access to standard broadband with a speed of at least 2Mbps.
- 38.8 The Government believes it is essential the whole country share in the benefits of high-speed internet access and is investing £830 million by 2017 to bring superfast broadband to the third of UK homes and businesses that would otherwise miss out. **'Britain's Superfast Broadband Future'**¹⁴⁶ is a national 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, led by Broadband Delivery UK (BDUK). The proposals include:
- 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
 - Working with local authorities to reduce the cost of broadband rollout by clarifying existing guidance on street works and micro-trenching

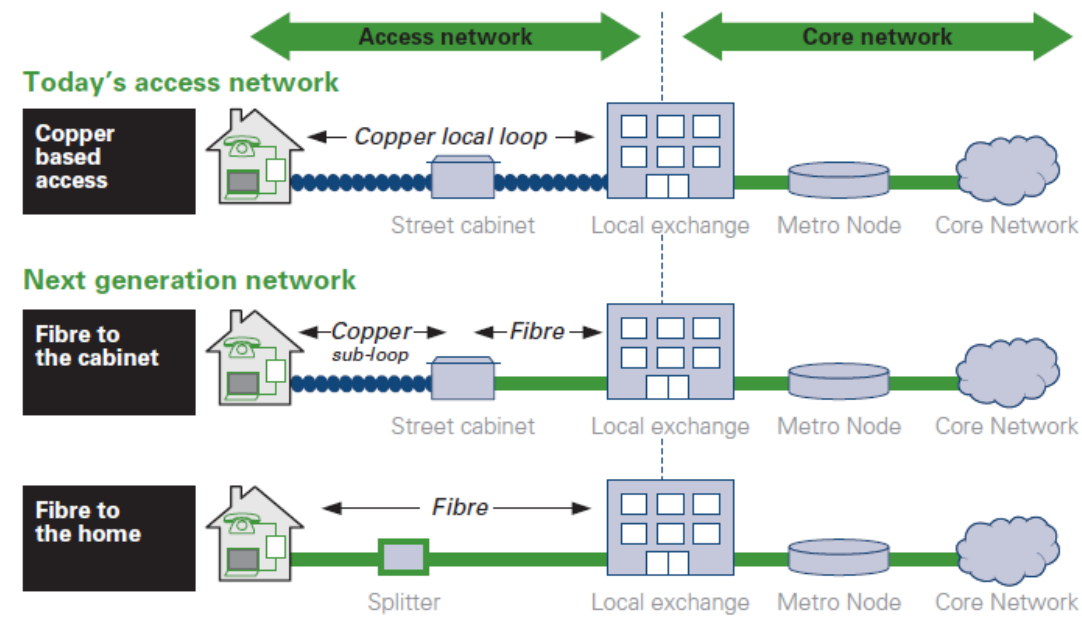
¹⁴⁵ <http://webarchive.nationalarchives.gov.uk/+/http://www.culture.gov.uk/images/publications/digitalbritain-finalreport-jun09.pdf>

¹⁴⁶ <http://www.culture.gov.uk/images/publications/britainsSuperfastBroadbandFuture.pdf>

COMMUNITY FACILITIES: INFORMATION & COMMUNICATION TECHNOLOGY

- 38.9 The **Rural Community Broadband Fund**¹⁴⁷ (funded by DEFRA and BDUK) is available to provide grants to communities to establish superfast broadband in the remaining 10% 'hard-to-reach' areas. This complements the mainstream broadband rollout programmes being delivered by local authorities and BDUK.
- 38.10 Separately, the European Commission wants to see 100% access across Europe to at least 30 megabits per second by 2020, and for 50% of European citizens to subscribe to 100 megabits per second by the same timescale. This is a very ambitious target, but the Government intend to meet it by ensuring the right regulatory and policy conditions exist to allow the market to invest in superfast broadband networks.
- 38.11 Whilst the Government's strategy is technology neutral, the deployment of optical fibre deeper into the network (replacing the current copper wire network) is inevitable. Progress towards superfast provision requires new fibre in the local access network and the middle mile because copper can only carry superfast speeds over a short distance – a kilometre or less. The current network architecture can be summarised in the diagram below:

Figure 48: Variations in Broadband Network Architecture (BIS/DCMS)



¹⁴⁷ <http://rdpenetwork.defra.gov.uk/funding-sources/rural-community-broadband-fund>

COMMUNITY FACILITIES: INFORMATION & COMMUNICATION TECHNOLOGY

38.12 BT has committed to delivering 'fibre to the cabinet technology' to 65% of the country by 2015, focusing on urban areas which are more densely populated and commercially attractive.

38.13 Fixed broadband investment has been included in the National Infrastructure Plan as a nationally significant priority infrastructure scheme.

38.14 DCMS announced (September 2012¹⁴⁸) that they will legislate and/or use existing powers to ensure for the next five years that broadband street cabinets can be installed in any location other than a SSSI without the need for prior approval from the local Council and without any conditions being placed upon the construction or design by local authorities except in exceptional circumstances; and overhead broadband lines can be installed in any area without the need for planning or other permission.

Mobile Broadband

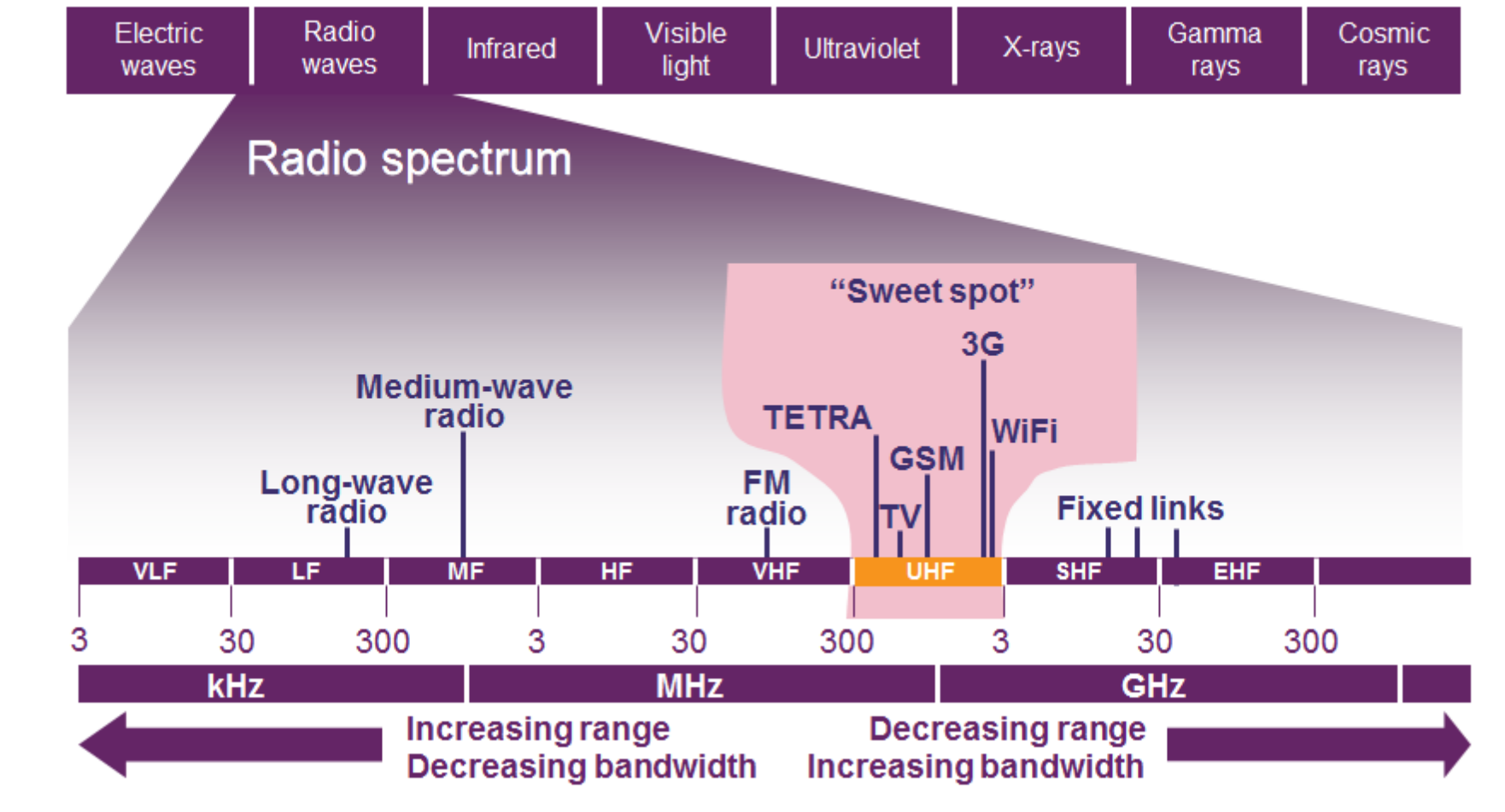
38.15 The Government's vision for mobile broadband is to ensure good coverage of high-quality, high-speed broadband to mobile devices. The UK has one of the highest take-up rates of mobile broadband in the world.

38.16 Mobile telephony is a largely deregulated market in the UK, and in most cases the market will be best placed to confront future challenges and deliver for consumers and businesses. Mobile operators can therefore make a commercial decision as to where to seek to build base stations to provide their service. Ofcom, the regulator responsible for the efficient use of spectrum has consulted¹⁴⁹ on its approach to the 2012 auction of spectrum key to the roll-out of 4G mobile services in the UK. It will help operators to accommodate the growth in "bandwidth hungry" smartphones and tablet computers. Ofcom intends to include a coverage obligation of 95% of the UK population in the licence for the 800MHz spectrum. Ofcom expects this to result in coverage for future mobile broadband services approaching today's 2G coverage by the end of 2017. The spectrum will become available for use in 2013.

¹⁴⁸ http://www.culture.gov.uk/news/media_releases/9331.aspx

¹⁴⁹ <http://stakeholders.ofcom.org.uk/consultations/combined-award/>

Figure 49: Uses of Spectrum (source: Ofcom)



COMMUNITY FACILITIES: INFORMATION & COMMUNICATION TECHNOLOGY

- 38.17 The 4G mobile auction and rollout is one of the 40 priority infrastructure investments identified in the National Infrastructure Plan.
- 38.18 Coverage conditions have been applied to licences for operators over the years to ensure a basic network. For 2G (2nd generation technology voice and text) or GSM networks the original coverage conditions were discharged many years ago and have been significantly exceeded on a voluntary basis. For new 3G (3rd generation technology, voice, text and internet) networks, an 80% population coverage was placed on each licence holder to encourage network roll-out which could equate to approximately 45% land area coverage averaged over the whole of the UK. Ofcom's latest research on the UK mobile market has led it to declare that currently mobile markets are serving UK citizens and consumers well and competition between mobile operators is driving this success¹⁵⁰.
- 38.19 On 3rd October 2011 the Chancellor announced that the Government will invest up to £150 million to improve mobile coverage in the UK¹⁵¹. This investment will improve the coverage and quality of mobile services for the 5 to 10 per cent of consumers and businesses that live and work in areas of the UK where existing mobile coverage is poor or non-existent. The Government will aim to extend mobile service coverage to 99 per cent of the UK population. The procurement of additional mobile phone mast sites to increase coverage will begin in 2012.

LOCAL

- 38.20 The *Smart Economic Growth for B&NES*¹⁵² study states that provision of future-proofed broadband and band width, especially in those areas designated as key employment development sites, will be key to attracting higher value-added businesses in the sectors being targeted by the Council.
- 38.21 Bath, Keynsham, Saltford and Peasedown St John will all have access to superfast broadband (up to 24Mbps) which is provided by BT. The rollout by BT will benefit around 46,000 homes, around 56% of the B&NES total. However, other, often more rural, parts of the district have poor access to reliable broadband and suffer very low connectivity speeds, often below the Universal Service Commitment of 2Mbps. The **Connecting Devon and Somerset** programme (CDS)¹⁵³, led by Devon County Council and Somerset County Council, aims to provide 100% broadband coverage of 2Mbps with a minimum of 85% superfast broadband at 24Mbps by 2015 and superfast broadband for all by 2020. B&NES is part of the joint programme which has secured a total of £53m of public sector investment (including funds from the BDUK Broadband Delivery Programme) to fund the gap in provision. This programme is aimed at areas not covered by the private sector roll-out of superfast broadband which is also taking place throughout B&NES. A joint procurement process, between Devon, Somerset, North Somerset, B&NES, Plymouth and Torbay Councils is underway to secure a single private sector delivery partner to co-fund and then deliver the installation of the broadband infrastructure. BT and Fujitsu telecom have been invited to enter a tendering process to win a contract directly with CDS. Rollout of

¹⁵⁰ <http://stakeholders.ofcom.org.uk/consultations/msa/statement/>

¹⁵¹ http://www.hm-treasury.gov.uk/press_112_11.htm

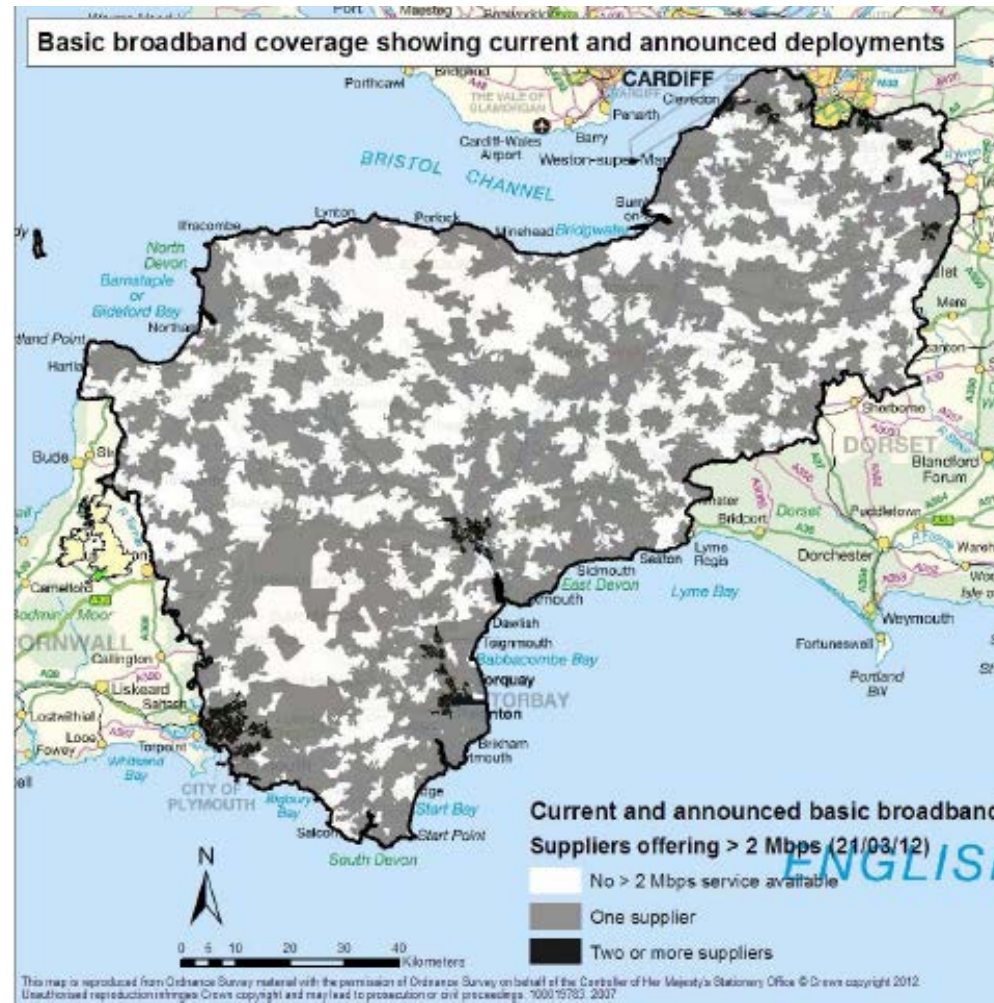
¹⁵² <http://democracy.bathnes.gov.uk/documents/s2796/E2195%20Smart%20Economic%20Growth.pdf>

¹⁵³ <http://www.connectingdevonandsomerset.co.uk/>

COMMUNITY FACILITIES: INFORMATION & COMMUNICATION TECHNOLOGY

CDS will begin in early 2013 and complete in 2015. The white intervention areas shown in the map below are the current target areas for intervention.

Figure 50: Basic broadband coverage showing current and announced deployments



COMMUNITY FACILITIES: INFORMATION & COMMUNICATION TECHNOLOGY

38.22 The remaining 15% 'hard to reach' areas in the CDS area that will be eligible to apply for funding from the Rural Community Broadband Fund will only be known following negotiations with the suppliers of the CDS procurement process during Autumn/Winter 2012.

INFRASTRUCTURE REQUIREMENT

Reference	Item	Status	Estimated Cost	Phasing			Policy Area
				11/12 to 15/16	16/17 to 20/21	21/22 to 25/26	
DWI.31	Broadband Improvements	Desirable	£ 2,724,000	➤	✓		District Wide

PART THREE: DETAILED SCHEDULE 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 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 public investment is key to help to meet the acute housing need.</p>															
<p>Cost: £10m HCA funding</p>	<p>Potential 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. The Coalition Government has announced £4.5bn as the national investment budget for affordable housing delivery for the next four years (2011-15). The HCA has agreed a £10m contract with Somer Housing Group to deliver 171 new affordable homes within B&NES.</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>														
<p>Risks:</p>															
<p>Contingencies: 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); HCA Investment Allocations Reports (Dec 2010 onwards); Evidence gathering for IDP (Strategic Housing Development Team) HCA Affordable Homes Programme: http://www.homesandcommunities.co.uk/news/west-england-and-wiltshire-gain-hundreds-affordable-homes</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>➤ 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"> <p>Relevant policy areas: District-wide</p> </td> <td> <p>Lead Agencies: West of England Authorities; HCA; Strategic Housing Association Partners</p> </td> </tr> </tbody> </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	<p>Relevant policy areas: District-wide</p>		<p>Lead Agencies: West of England Authorities; HCA; Strategic Housing Association Partners</p>
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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													
<p>Relevant policy areas: District-wide</p>		<p>Lead Agencies: West of England Authorities; HCA; Strategic Housing Association Partners</p>													

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>It is expected that residual waste facilities will be funded by private operators.</p> <p>See also BI.13 and KI.15</p>															
Cost: Not quantified	Potential Funding Sources: <ul style="list-style-type: none"> Private sector/waste industry led Partnership developments Green Investment Bank 														
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: <ul style="list-style-type: none"> 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 		<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: Private sector / waste industry / renewable energy companies </td> </tr> </tbody> </table>		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
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**

Council-owned waste assets in the district are significant to fulfil its legal (WDA/WCA) responsibilities (the Council has a statutory duty to provide recycling facilities for local residents). These assets 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.

Cost: Not quantified**Potential Funding Sources:**

- Housing developer contributions
- Partnership developments with the private sector / waste industry
- Green Investment Bank
- Alternative funding sources to be identified

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.

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.

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)

Phasing

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

Relevant policy areas:

District-wide

Lead Agencies:

Council
Commercial/housing
developers

DWI.3a Early Years

Category:
Education

Status: Key

The need for provision for early years is informed by the *B&NES Childcare Sufficiency Report*. 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.

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.

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.

Cost:

Not quantified

Potential Funding Sources:

- 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

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.

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.

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>

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:

District-wide

Lead Agencies:

LEA; Developers / Landowners; Private, Voluntary or Independent (PVI) sectors

DWI.3b Primary Education**Category: Education****Status: Key**

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).

Future Development

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 primary age children generated from new housing development in the near future and therefore developer contributions will be required to accommodate them.

The growing primary age population is anticipated to reach the first year of secondary school in 2017/18 resulting in a marked increase in secondary school age pupils at this time.

Whilst growth in all age ranges is anticipated over the plan period, the most significant impact will be for the age range entering primary school.

At Midsomer Norton & Radstock and in rural areas there is considered to be greater scope 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 such as Bath and Keynsham, this is not the case and whole new primary schools on new sites will be required.

Cost: dependent on delivery strategy and phasing. Smaller extensions as per B&NES Planning Obligations SPD, whole new facilities more costly.

Potential Funding Sources:

Developer contributions required by SPD until 2014/introduction of CIL

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.

Contingencies: There is a statutory obligation to provide sufficient primary school places. There could be some phasing options around the delivery of facilities.

Evidence:

Evidence gathering for IDP(Local Education Authority)
BB&NES Primary School Review (Overview & Scrutiny Panel) 25 Jan 2010

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:

District-wide

Lead Agencies:

Local Education Authority;
Developers/Landowners

DWI.3c Secondary and Sixth Form Education**Category: Education****Status: Key**

In Bath, current projections indicate that there will be sufficient secondary and sixth form capacity available for a number of years to accommodate pupils generated by the housing development planned for the city as outlined in the Core Strategy. The availability of existing capacity will continue to be monitored and should it be necessary to provide additional secondary school or sixth form provision in the future, this is likely to be provided via the use of developer contributions to expand existing schools and facilities.

In Keynsham, based on current projections, any secondary age pupils generated by planned housing development as outlined in the Core Strategy that falls within the Broadlands School catchment area should be able to take up existing capacity within this school which currently has a high number of pupils on roll from outside the Local Authority area. For any development within the Wellsway School catchment, this school is close to capacity, so contributions are likely to be required to expand capacity on site.

In Midsomer Norton & Radstock and in rural areas there is expected to be sufficient available secondary and sixth form capacity to accommodate pupils expected to be generated by the housing development planned for these areas as outlined in the Core Strategy. As with Bath, the level of this availability will continue to be monitored and if additional accommodation was to be required in the future, this would be provided via the use of developer contributions to expand existing schools.

Cost: dependent on delivery strategy and phasing. Smaller extensions as per B&NES Planning Obligations SPD, whole new facilities more costly.

Potential Funding Sources:
Developer contributions

Risks: Changes in government policy could change the way in which education is delivered.

Contingencies: There is a statutory obligation to provide sufficient secondary school places. There could be some phasing options around the delivery of facilities.

Evidence:
Evidence gathering for IDP(Local Education Authority)
B&NES Secondary Schools Reorganisation 2006-2010

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: District-wide		Lead Agencies: 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 out-dated 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>												
Cost: £38.752m for RUH redevelopment	Potential Funding Sources: <ul style="list-style-type: none"> • Redevelopment plan approved by RUH board • Department of Health grants • An element of charity fundraising for cancer unit 											
Risks: Risk that capital funding is not secured from Department of Health to improve facilities.												
Contingencies:												
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 Update March 2012: http://www.ruh.nhs.uk/about/trustboard/2012_03/documents/10.pdf		<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										
>	✓											
		Relevant policy areas: District Wide	Lead Agencies: Department of Health RUH NHS Trust									

DWI.5 Power Generation & Distribution**Category: Energy****Status: Key**

A large number of companies are involved in the generation of electricity using nuclear, coal, gas and wind power etc.

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.

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.

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.

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.

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.

Cost: not quantified

Potential Funding Sources:

- 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

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.

National Grid has no works planned for the gas transmission network in Bath and North East Somerset's administrative area at present.

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.

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.

Cost: not quantified

Potential 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**

The Environment Agency aim to reduce per capita consumption of water to an average of 130 litres per head per day by 2030.

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.

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. 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.

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.

The Environment Agency expects water companies to increase the level of household water metering to at least 75 per cent across the region by 2020 with full household water metering by 2030.

Cost: not known

Potential 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.

Risks: Demand could outstrip supply or efficiency savings could fail to be made. Network improvements should be planned to match the rate of development.

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

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.

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)
- Water Resources Strategy Regional Action Plan (Environment Agency)

Phasing:

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

Relevant policy areas:

District wide

Lead Agencies:

Bristol Water, Wessex Water

DWI.8 Waste Water**Category: Water & Drainage****Status: Key**

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.

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.

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.

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

Cost: not specified**Potential Funding Sources:**

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.

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:

Bristol City Council IDP
Wessex Water Business Plan 2010-15
Evidence gathering for IDP (Wessex Water)

Phasing:

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

Relevant policy areas:

Lead Agencies:

District wide

Wessex Water

DWI.9 Playing Pitches		Category: Leisure	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	Potential 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		Potential 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: Green Infrastructure****Status: Key**

£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).

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.

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.

Further investment will be needed over the plan period, including the provision of new facilities to support new development.

Cost:

£296,875 revenue funding
£2.5m capital funding to 2011
Further costs not quantified

Potential 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>

Risks: From April 2011 revenue funding available will be 63% less than in previous years due to Lottery and Pathfinder funding ending

Contingencies: Potential for some third sector provision but this is not guaranteed. Council would have to consider as a corporate commitment

Evidence:

B&NES Play Policy 1999
B&NES Play Strategy 2006- 2012
Green Space Strategy 2008
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:

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

DWI.12 Strategic Green Infrastructure**Category: Green Infrastructure****Status: Desirable**

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.

The Green Infrastructure Strategy identifies a number of geographical projects:

- **Wansdyke Heritage Greenway:** an interpreted green corridor based around the remains of the Wansdyke
- **Green Setting of Bath World Heritage Site:** to develop and deliver a joint management plan designed to protect and sustain the green setting and provide appropriate access within it for the local community and tourists
- **North-South Greenway:** a green corridor linking Whitchurch in the north, southwards to the Somer Valley, largely following the line of the dismantled railway line
- **Bristol Bath Railway Path:** coordinate management of the railway path to ensure it continues to provide a quality, multifunctional green corridor for both the community and wildlife
- **River Avon and Canal:** to provide a framework to deliver the full green infrastructure benefits of this significant corridor
- **AONB Linkway:** to strengthen the habitat and access connectivity between the Mendip Hills and southern part of the Cotswolds AONB
- **Restoring Priority Habitats:** to increase and then sustain coverage of priority habitat across the district, with a particular focus within Strategic Nature Areas (SNAs)
- **Protecting and sustaining ecological networks:** to develop an approach to identify and protect ecological networks to support land use planning and management decisions, including a working network map based on strategic nature areas, designated sites, wildlife corridors, priority habitats and other key features

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.

Cost:
Not known

Potential Funding Sources:

Potential funding sources include:

- 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

Risks: Dependent on completion of GI Strategy

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.

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.

Evidence:

Emerging Green Infrastructure Strategy
Biodiversity South West Nature Map and South West Nature Map: A Planners Guide

Phasing:

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

Relevant policy areas:

District Wide

Lead Agencies:

B&NES; Developers

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

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

Potential Funding Sources:

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

Risks: None identified.

Contingencies: Project 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>
- JLTP3 Delivery Plan 2012/13 – 2014/15
<http://travelplus.org.uk/media/245864/jltp3%20delivery%20plan%20final%20march%202012.pdf>

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): Item has been superseded

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> <p>The opening of the route is planned for October 2012.</p>											
Cost: £1.9m		Potential 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 - Sustrans 									
Risks: Under construction. Sufficient funding is in place for all aspects of work.											
Contingencies:											
Evidence:		Phasing:									
<ul style="list-style-type: none"> • www.twotunnels.org.uk • http://www.sustransconnect2.org.uk • Steering Group Meeting May 2012: http://www.twotunnels.org.uk/docs/21_may_12_sg_notes.pdf 		<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:		Lead Agencies:							
		Bath Rural areas Midsomer Norton & Radstock		Community & Voluntary sector; Sustrans; Bath & North East Somerset Council.							

DWI.16 Leisure & Culture		Category: Leisure		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		Potential 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:			
			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: Leisure****Status: Key**

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.

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.

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.

Cost:
Not quantified

Potential 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)

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	

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>				
Cost: see specific costs within strategies	Potential Funding Sources: <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. 			
Risks: Developer contributions may not be forthcoming				
Contingencies:				
Evidence: Bath Public Realm and Movement Strategy (2009) Draft Regeneration Delivery Plan for Midsomer Norton 2010 Draft Regeneration Delivery Plan for Keynsham 2010		Phasing:		
		2011/12-2015/16	2016/17-2020/21	2021/22-2025/26
		➤	➤	➤
		Relevant policy areas:		Lead Agencies:
District Wide		B&NES Council Developers		

DWI.19 District Heating		Category: 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 and expects district heating to be installed on three key sites identified as having the best potential. 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>Potential Funding Sources:</p> <p>Strategic Network:</p> <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 <p>Local infrastructure:</p> <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. <p>Bath Western Riverside District Heating Scheme in process of being established as part of the detailed infrastructure planning for the site.</p> <p>Renewable Heat Incentive/Feed In Tariff</p>			
Risks:				
<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>		<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:</p> <p>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	Potential 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	Potential 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: Community Facilities	Status: Desirable	
<p>Youth Services provides Positive Activities and individual support for those more vulnerable young people aged 11 to 25 year olds focusing on young people aged 13-19. The Youth Service delivers these activities using qualified and experienced staff via our 4 well-equipped Youth Hubs, mobile provision, outreach and detached in the areas of the development.</p>				
<p>Cost: Per capita calculation included in the B&NES Planning Obligations SPD</p>	<p>Potential Funding Sources: Developer Contributions Some limited mainstream funding</p>			
<p>Risks: Capital funding is not secured to improve services, significant mainstream funding is not anticipated.</p>				
<p>Contingencies: Potential for some third sector provision but this is not guaranteed. Council would have to consider as a corporate commitment as well as supporting the local Authority youth work.</p>				
<p>Evidence: Evidence gathering for IDP (Children's Services) B&NES Planning Obligations SPD OFSTED Inspection 2008 Report</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: District-wide</p>	<p>Lead Agencies: The Local Authority Youth Service Children's Services Voluntary sector youth organisations</p>	

DWI.23 Police		Category: Community Facilities		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). The site will house 230 officers and staff who are currently based elsewhere in Bristol and B&NES. Outline permission has been granted for this scheme. Blue Light Partnership was chosen as the successful partner in January 2012 to build and maintain the building for 25 years. Construction to begin in summer 2012 with completion anticipated in 2014.</p> <p>This may also include the refurbishment of the Radstock station.</p>																
Cost: Not quantified, 2011/2012 Capital budget £5.5m		Potential Funding Sources: PFI with Avon & Somerset Constabulary and Blue Light Partnership consortium														
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		<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: District wide </td> <td> Lead Agencies: Avon & Somerset Constabulary </td> </tr> </table>			Phasing:			2011/12-2015/16	2016/17-2020/21	2021/22-2025/26	✓			Relevant policy areas: District wide		Lead Agencies: Avon & Somerset Constabulary
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: Community Facilities	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>																		
<p>Cost: Fire stations not quantified Fire hydrants £1,500 each</p>	<p>Potential Funding Sources: Avon Fire & Rescue Service (land value of existing sites could potentially contribute towards re-provision). Developers</p>																	
<p>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.</p>																		
<p>Contingencies: Explore an alternative strategy.</p>																		
<p>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) B&NES Unitary Plan 2009-2011</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>Avon Fire & Rescue Service</td> </tr> </table>		Phasing:			2011/12-2015/16	2016/17-2020/21	2021/22-2025/26	➤	➤	➤	Relevant policy areas:		Lead Agencies:	District wide		Avon Fire & Rescue Service
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 Swansea, Bristol and Didcot will provide an electrified mainline from Swansea to London Paddington, including stations within B&NES. The key elements of scope related to infrastructure capability currently being developed by Network Rail and DfT include power supplies, gauge clearance and overhead line modifications. The DfT target is for electrification to be completed for electric train operation to Newbury, Oxford and Bristol by December 2016. Construction will begin in 2013.</p> <p>THIS HAS BEEN IDENTIFIED IN THE NATIONAL INFRASTRUCTURE PLAN AS ONE OF THE TOP 40 PRIORITY NATIONAL INFRASTRUCTURE PROJECTS.</p> <p>The Intercity Express Programme will replace the current "Intercity 125" high speed diesel fleet with a new, fleet of electric and bi-mode Super Express Trains capable of 125mph with higher capacity to provide a quicker service between Bristol and London from 2016 onwards. These trains will be up to 260m long. The scope of works on the GWML includes development, design, and implementation works to introduce the new trains.</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>Potential 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 Network Rail CP4 Delivery Plan 2012 http://www.networkrail.co.uk/aspx/12070.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> <tr> <td colspan="2">Relevant policy areas: District Wide</td> <td>Lead Agencies: Network Rail DfT</td> </tr> </tbody> </table>		Phasing:			2011/12-2015/16	2016/17-2020/21	2021/22-2025/26	>	✓		Relevant policy areas: District Wide		Lead Agencies: Network Rail DfT
Phasing:															
2011/12-2015/16	2016/17-2020/21	2021/22-2025/26													
>	✓														
Relevant policy areas: District Wide		Lead Agencies: 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>Potential 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:</p> <ul style="list-style-type: none"> 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 DfT: Alternatives to Travel: Next Steps (November 2011) http://assets.dft.gov.uk/publications/alternatives-to-travel/next-steps.pdf 		<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"> <p>Relevant policy areas:</p> <p>Bath Keynsham Midsomer Norton & Radstock Rural Areas</p> </td> <td> <p>Lead Agencies:</p> <p>Bath & North East Somerset Council</p> </td> </tr> </tbody> </table>		Phasing:			2011/12-2015/16	2016/17-2020/21	2021/22-2025/26	➤	➤	➤	<p>Relevant policy areas:</p> <p>Bath Keynsham Midsomer Norton & Radstock Rural Areas</p>		<p>Lead Agencies:</p> <p>Bath & North East Somerset Council</p>
Phasing:															
2011/12-2015/16	2016/17-2020/21	2021/22-2025/26													
➤	➤	➤													
<p>Relevant policy areas:</p> <p>Bath Keynsham Midsomer Norton & Radstock Rural Areas</p>		<p>Lead Agencies:</p> <p>Bath & North East Somerset Council</p>													

DWI.28 Renewable Energy Infrastructure		Category: Energy		Status: Desirable
<p>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.</p> <p>Bath and West Community Energy (BWCE) is a community enterprise that finances and installs renewable energy, offers local people the opportunity to invest and recycles a portion of its revenues into a local low carbon fund. They aim to meet a quarter of the district's renewable energy targets through community projects. The Council has set up a cooperation agreement with BWCE.</p>				
Cost: not quantified	Potential Funding Sources: <ul style="list-style-type: none"> Privately funded projects; Householders; Bath & West Community Energy and other community projects; Grant schemes and tax incentives (e.g. feed in tariff) Renewable energy targets for new developments Potential for developer contributions 			
Risks:				
Contingencies:				
Evidence: <ul style="list-style-type: none"> 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:		Lead Agencies:
District Wide		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>A soft launch for the smartcards is scheduled for May 2012 to test the network. More extensive rollout will occur during May/June 2012 with a full scale rollout during September 2012.</p>											
Cost: Total cost £9.41m <ul style="list-style-type: none"> • DfT contribution of £2.98 m has been approved 		Potential Funding Sources: Department for Transport Local Sustainable Transport Fund South West Local Authorities South West Smart Applications Ltd South West Bus Operators									
Risks:											
Contingencies:											
Evidence: Local Sustainable Transport Fund Application: http://www.travelplus.org.uk/media/216137/lsf_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			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: District-wide		Lead Agencies: 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>WEST was given funding approval by the DfT on 27th June 2012. All projects are to be completed by 31st March 2015.</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. DWI.30 will expand on the work being carried forward in the LSTF Key Component Bid outlined in BI.11 and MNRI.8.</p> <p>Projects that are relevant to B&NES include:</p> <ul style="list-style-type: none"> • Key Commuter Routes: Includes Bath Spa to NCN4 cycle route (see BI.11 for more details); financial support for additional 379 Midsomer Norton to Bristol bus service; on-board display screen equipment on all First buses operating on the GBBN corridors; and real time travel information and traffic signal improvements. • Business Travel: introduction of 19 electric charging points in public car parks and park and ride sites within B&NES. • Vibrant Streets: promotion and implementation of small scale traffic management measures in urban communities to support sustainable transport modes. • Facilitating Sustainable Travel in Key Centres: small scale cycling and pedestrian improvements in Bath city centre, including contraflow cycling schemes and bike hire; continued support for the Bristol and Bath Freight Transhipment Centre. • The Move to Secondary School: infrastructure Improvements to aid walking/cycling/public transport use. • Preparing for Adulthood: provision of bikes, scooters/mopeds and electric bikes to young adults helping them to access the jobs market. • Universities: creation of a Green Transport Hub. 									
<p>Cost: Total bid (WoE): £24,035,000 B&NES share: £3,100,000</p>	<p>Potential 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 								
<p>Risks: The proposed rural links and hubs part of the project was unsuccessful in receiving funding.</p>									
<p>Contingencies: Bid has been approved by DfT and Cabinet.</p>									
<p>Evidence:</p> <ul style="list-style-type: none"> • Local Sustainable Transport Fund proposal: http://travelplus.org.uk/media/216986/final%20lsth%20web%20version.pdf 		<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							
✓									

<ul style="list-style-type: none"> • Cabinet Report (7th December 2011): http://democracy.bathnes.gov.uk/ieListDocuments.aspx?CId=122&Mid=3243&Ver=4 • DfT funding confirmation (27th June 2012): http://assets.dft.gov.uk/publications/local-sustainable-transport-fund-guidance-on-the-application-process/large-projects-tranche2.pdf • Cabinet Report (12th September 2012): http://democracy.bathnes.gov.uk/documents/g3250/Public%20reports%20pack%2012th-Sep-2012%2018.30%20Cabinet.pdf?T=10 	<p>Relevant policy areas:</p> <p>District-wide</p>	<p>Lead Agencies:</p> <p>West of England Partnership; B&NES Council</p>
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DWI.31 Broadband Improvements**Category: Community Facilities****Status: Desirable**

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. **'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:

- 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
- Working with local authorities to reduce the cost of broadband rollout by clarifying existing guidance on street works and micro-trenching

BROADBAND INVESTMENT HAS BEEN INCLUDED IN THE NATIONAL INFRASTRUCTURE PLAN AS A NATIONALLY SIGNIFICANT PRIORITY INFRASTRUCTURE SCHEME.

The **Connecting Devon and Somerset** programme (CDS), led by Devon County Council and Somerset County Council, aims to provide 100% broadband coverage of 2Mbps with a minimum of 85% superfast broadband at 24Mbps by 2015 and superfast broadband for all by 2020. B&NES is part of the joint programme which has secured a total of £53m of public sector investment. This programme is aimed at areas not covered by the private sector roll-out of superfast broadband which is also taking place throughout B&NES. Rollout of CDS will begin in early 2013.

Cost:

- B&NES area: £2.724m (total cost for Devon & Somerset area is c.£100m)

Potential Funding Sources:

- Broadband Delivery UK/BIS & Private Sector (£2,249,000)
- B&NES Council (£475,000)

Risks: Private sector delivery partner required

Contingencies: Government funding approved by BDUK/BIS

Evidence:

- Britain's Superfast Broadband Future (DCMS/BIS December 2010 <http://www.bis.gov.uk/news/topstories/2010/Dec/superfast-broadband>)
- BDUK funding allocation: <http://www.culture.gov.uk/images/publications/BDUK-Funding-Allocation-16-08-11.pdf>
- Connecting Devon and Somerset: <http://www.connectingdevonandsomerset.co.uk/>

Phasing:

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

Relevant policy areas:

- District Wide

Lead Agencies:

- Broadband Delivery UK/BIS
- Connecting Devon & Somerset
- B&NES

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	Potential 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> <p>The Government will complete rollout of Smart Meters by 2019, so that electricity customers can participate actively in helping reduce carbon intensity. In 2012 the Government will put in place obligations on energy suppliers to complete the rollout. The communications and data infrastructure required to support smart meters is expected to be operational in 2014.</p> <p>ROLLOUT OF SMART METERS HAS BEEN INCLUDED IN THE NATIONAL INFRASTRUCTURE PLAN AS A NATIONALLY SIGNIFICANT PRIORITY INFRASTRUCTURE SCHEME.</p>				
Cost: Not quantified	Potential Funding Sources: <ul style="list-style-type: none"> • Green Deal • Energy Company Obligation • Local Energy Assessment Fund • Salix loans for public sector energy efficiency projects • Potential for developer contributions 			
Risks:				
Contingencies:				
Evidence:		Phasing:		
Evidence gathering for IDP (Sustainability Team) Local Energy Assessment Fund: http://www.decc.gov.uk/en/content/cms/news/pn11_107/pn11_107.aspx Green Deal: http://www.decc.gov.uk/en/content/cms/tackling/green_deal/green_deal.aspx Salix loans: http://www.salixfinance.co.uk./home.html		2011/12-2015/16	2016/17-2020/21	2021/22-2025/26
		>	>	>
		Relevant policy areas:		Lead Agencies:
		District Wide		B&NES Council/Private Sector; Parish Councils; voluntary organisations; individual householders

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		Potential Funding Sources: Potential for developer contributions			
Risks:					
Contingencies:					
Evidence: Evidence gathering for IDP (Sustainability Team)			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>A higher population will mean increased food production, and climate change will affect growing conditions and force changes in the types of crops we grow.</p> <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> <p>It is likely that to support local food production irrigation will be needed over a wider area, using more water. It will become increasingly important for farmers to keep soils in good condition in order to retain water in the soil and to allow effective replenishment of the groundwater. The Environment Agency encourages businesses in the farming, horticulture and outdoor leisure sectors to build reservoirs to store water in the winter for summer use.</p>																
Cost: Not quantified	Potential Funding Sources: Potential for developer contributions															
Risks:																
Contingencies:																
Evidence: Evidence gathering for IDP (Sustainability Team)		<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>➤ 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	Potential 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

DWI.37 Signal improvements at Bath Spa & Bristol area		Category: Transport	Status: Desirable									
<p>Signalling renewals by Network Rail at Bristol TM, 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>Cost: Not quantified</p>	<p>Potential Funding Sources:</p> <ul style="list-style-type: none"> • Network Rail Discretionary Fund • Network Rail Seven Day Railway Fund 											
Risks:												
<p>Contingencies: The scheme has authorisation to draw on the Network Rail Discretionary Fund and Seven Day Railway Fund during Network Rail's CP4 control period</p>												
<p>Evidence: Great Western Mainline Route Utilisation Strategy (RUS) Network Rail Route Plan K 2011 Update Network Rail CP4 Delivery Plan 2011 http://www.networkrail.co.uk/asp/12070.aspx</p>		<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										
✓												
		<p>Relevant policy areas:</p> <p>Bath Keynsham</p>	<p>Lead Agencies:</p> <p>Network Rail</p>									

DWI.38a Greater Bristol Metro Rail Project Phase 1: Bath Spa to Severn Beach hourly service including new turnback facility at Bathampton	Category: Transport	Status: Desirable
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The Greater Bristol Metro Rail Project will 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 JLTP3 and is a priority for the West of England Joint Transport Executive Committee to be included in the new Great Western Franchise. Emerging work from Halcrow recommends the scheme to be delivered in two phases. Phase 1 (2013-18) includes:

- Portishead: following reopening new half hourly service to Bristol Temple Meads
- **Bath Spa to Severn Beach: new hourly service** stopping at Oldfield Park, Keynsham, Bristol Temple Meads and stations to Severn Beach
- Severn Beach line: half hourly service created by the above

This requires a **new turn-back facility at Bathampton Junction**.

The scheme has been assessed by the West of England Joint Transport Executive Committee as affordable and deliverable through devolved major schemes initial assessment criteria and forms part of the West of England short list.

Cost: <ul style="list-style-type: none"> • The combined capital costs of the entire phase 1 are estimated at £35.66m (WoE cost) • Turnback facility at Bathampton: £2.76m 	Potential Funding Sources: <ul style="list-style-type: none"> • Network Rail • DfT/Devolved Major local transport Schemes Budget/ Major Transport Scheme Funding • Great Western franchise holder • Developer and private sector contributions
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Risks: Greater Bristol Metro Rail Project not funded in current Comprehensive Spending Review period to March 2015. All new station proposals must provide a business case and go through the Network Rail GRIP project management process. Relies on scheme being included in the new Great Western franchise. No scheme/service can be implemented without Network Rail's consent. New services will only be provided by the train operating company who wins the Great Western Franchise.

Contingencies: All works fall under Network Rail's permitted development rights. Discussions are on-going with Network Rail and the four bidders for the Great Western franchise. The new franchise contains phase 1 as a Priced Option.

Evidence: <ul style="list-style-type: none"> • Great Western Mainline Route Utilisation Strategy (RUS) • Network Rail Route Plan K 2011 Update • Joint Local Transport Plan 3 • West of England Joint Transport Executive Committee • Halcrow study (2012): http://www.travelwest.info/sites/default/files/West%20of%20England%20Rail%20Studies%20FINAL%20report%20April%2012.pdf 	Phasing:		
	2011/12-2015/16	2016/17-2020/21	2021/22-2025/26
	➤	✓	
Relevant policy areas: District wide	Lead Agencies: West of England Partnership; Network Rail; Train Operator(s); DfT		

DWI.38b Greater Bristol Metro Rail Project New Stations Package: new station at Saltford**Category: Transport****Status: Desirable**

Saltford station was closed in 1970 at which time the platforms and station buildings were removed. The site has since been used for a variety of building and storage purposes but has not been redeveloped. New stations are identified as longer term schemes in JLTP3 and will form part of the Greater Bristol Metro. Three new stations are proposed on existing/new lines subject to individual business cases. These are:

- **Saltford**
- Ashton Gate
- Corsham

Trains stopping at a new Saltford station would have to fit in with services which stop at Keynsham and/or Oldfield Park which currently enjoy an hourly service. The new Great Western Franchise represents an opportunity to press for the re-opening of the station. The West of England, as part of its representations to DfT on the Great Western Franchise consultation has shown that one additional station could be provided between Bristol and Bath within the service pattern provided as part of the Greater Bristol Metro Rail Project. The Halcrow study suggests that the station might attract some 200 new passengers to rail services (400 trips/day).

In order to develop the business case for this project funds are required in the order of £250,000 over the next three years. Cabinet has agreed a budget of £100,000 to undertake an initial High Level Option Assessment. The scheme has been assessed by the West of England Joint Transport Executive Committee as affordable and deliverable through devolved major schemes initial assessment criteria and forms part of the West of England short list. The scheme has currently reached GRIP Stage 1 under Network Rail's project management process.

Cost:

- £5.5m for new station (Halcrow estimate based on industry experience).

Potential Funding Sources:

- Network Rail
- DfT/Devolved major scheme funding
- Great Western franchise holder
- Developer and private sector contributions
- Major Transport Scheme Funding

Risks: Greater Bristol Metro Rail Project not funded in current Comprehensive Spending Review period to March 2015. All new station proposals must provide a business case and go through the Network Rail GRIP project management process. This will be dependent upon the support and engagement of Network Rail. Relies on scheme being included in the new Great Western franchise. Planning consent required for new station.

Contingencies: Once the High Level Option Assessment has been completed further approvals will be sought including estimates of cost of design and capital costs. In the longer term the project would be required to pass through the Council's capital approval process. Under the Franchise Agreement the train operator will be required to work in good faith with the local authorities to bring proposals forward.

Evidence:

- Great Western Mainline Route Utilisation Strategy (RUS)
- Network Rail Route Plan K 2011 Update
- Joint Local Transport Plan 3
- West of England Joint Transport Executive Committee
- Halcrow study (2012):
<http://www.travelwest.info/sites/default/files/West%20of%20England%20Rail%20Studies%20FINAL%20report%20April%2012.pdf>
- B&NES Cabinet Report E2426 13th June 2012
<http://democracy.bathnes.gov.uk/documents/s20845/E2426%20Saltford%20Station.pdf>

Phasing:		
2011/12-2015/16	2016/17-2020/21	2021/22-2025/26
	➤	✓
Relevant policy areas:		Lead Agencies:
District wide		West of England Partnership; Network Rail; Train Operator(s); DfT

DWI.39 Flood Risk and Drainage**Category: Water & Drainage****Status: Key**

B&NES is a lead local flood authority and is developing a Local Flood Risk Management Strategy as required under the Flood and Water Management Act 2010. B&NES will become a SUDS Approval Body under this legislation which is expected in April 2013.

Under the Act, NPPF, Local Plan and emerging Core Strategy all developments will need to incorporate SUDs to minimise flood risk, manage surface water and encourage natural drainage and ground water recharge.

Cost: Scheme specific**Potential Funding Sources:**

- Developer contributions/development requirement

Risks:**Contingencies:****Evidence:**

- Flood and Water Management Act 2010
<http://www.defra.gov.uk/environment/flooding/legislation/>

Phasing:

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

Relevant policy areas:	Lead Agencies:
------------------------	-----------------------

District wide	<ul style="list-style-type: none"> • Developers • B&NES Council
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DWI.40 Community Libraries and 'Library Links'**Category: Water & Drainage****Status: Desirable**

Under the Library 3 Year Service Plan community libraries will be supported, i.e. library collections in local community centres/village halls, managed by local groups/organisations which would receive support from the library service in the form of materials and targeted activities. 3 community libraries will be set up by March 2013 and further ones planned with local communities in the following years. 'Library links' will also be set up in places such as post offices, village shops etc where reservations can be collected and returned.

Community libraries could be created in locations such as Larkhall (pilot), Combe Hay/Wellow, Western Riverside, Peasedown St John and Bishop Sutton.

The contribution that libraries can make to improving the social environment and achieving corporate objectives is significant, particularly by creating proud neighbourhoods with a focal point for community activity and informal social interaction. Relatively small funding can make a significant improvement to communities.

Cost:**Potential Funding Sources:**

- Library budget
- Parish Councils (potential)
- Community development grants could be put in place – with potential to link to CIL.

Risks:

- No funding is yet available to support community development grants; there is currently a gap in funding.

Contingencies:**Evidence:**

- Library 3 Year Service Plan:
<http://democracy.bathnes.gov.uk/documents/s16349/E2380%20Library%20Plan%202012-15.pdf>

Phasing:

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

Relevant policy areas:

- District wide

Lead Agencies:

- B&NES Council

DWI.41 Smart Meter Rollout**Category: Energy****Status: Key**

The rollout of smart meters is a Nationally Significant Scheme as identified in the National Infrastructure Plan. The rollout is due to complete by 2019 so that electricity consumers can participate actively in helping reduce carbon intensity (by consuming less energy) and maintain security of supply (by smoothing their consumption over time). Development of the communications and data infrastructure required to support smart meters is expected to commence by 2014.

Cost:**Potential Funding Sources:**

-

Risks:

-

Contingencies:**Evidence:**

- National Infrastructure Plan: http://cdn.hm-treasury.gov.uk/national_infrastructure_plan291111.pdf

Phasing:

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

Relevant policy areas:

- District wide

Lead Agencies:

-

Bath

Bl.1 Bath Transport Package	Category: Transport	Status: Key												
<p>The Bath Transportation Package (BTP) is a £26.9 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. The BTP received final approval from the DfT on 11th July 2012.</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 (now complete), Lansdown Park and Ride by 390 spaces (now complete), 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 (under construction) and timed access restrictions; • Works to support Bath Western Riverside including a Bus Rapid Transit system serving the site. 														
<p>Infrastructure construction activities are programmed to commence in August 2012 and complete 3rd Quarter 2014 with the system in operation from this date. Installation of the final elements of equipment (final bus shelter locations) will continue until 2nd Quarter 2015.</p>														
<p>LOCAL AUTHORITY MAJOR TRANSPORT SCHEMES (DEVELOPMENT POOL PROJECTS) HAVE BEEN IDENTIFIED IN THE NATIONAL INFRASTRUCTURE PLAN AS ONE OF THE TOP 40 PRIORITY NATIONAL INFRASTRUCTURE PROJECTS.</p>														
<p>Cost: £26.898 million</p>	<p>Potential Funding Sources: Department for Transport (£10.958m) B&NES Council (£15.5m – consisting of £14m prudential borrowing, and £1.5m capital receipts) Third Party Contributions: £0.4m</p>													
<p>Risks: Risk Management Strategy in place. TRO process may take longer to deliver due to stakeholder consultation necessary. Contractor insolvency is a risk in the current economic climate. Performance of statutory undertakers could impact on programme of delivery.</p>														
<p>Contingencies: The BTP received final approval from the DfT on 11th July 2012. All relevant planning permissions have been secured and remain valid. No further statutory permissions are needed.</p>														
<p>Evidence:</p> <ul style="list-style-type: none"> • DfT Funding announcement: http://www.dft.gov.uk/news/press-releases/dft-press-20120711a/ • Application for full approval: http://www.bathnes.gov.uk/transportandstreets/transportpolicy/plansandstrategies/bathpackage/Pages/default.aspx • Bath Transportation Package Major Scheme Bid: http://www.bathnes.gov.uk/transportandstreets/transportpolicy/plansandstrategies/bathpackage/Pages/default.aspx 	<table border="1"> <thead> <tr> <th colspan="3" data-bbox="1294 1110 2101 1142">Phasing:</th> </tr> <tr> <th data-bbox="1294 1142 1559 1174">2011/12-2015/16</th> <th data-bbox="1559 1142 1832 1174">2016/17-2020/21</th> <th data-bbox="1832 1142 2101 1174">2021/22-2025/26</th> </tr> </thead> <tbody> <tr> <td data-bbox="1294 1174 1559 1206">✓</td> <td data-bbox="1559 1174 1832 1206"></td> <td data-bbox="1832 1174 2101 1206"></td> </tr> <tr> <td colspan="2" data-bbox="1294 1206 1742 1388"> <p>Relevant policy areas:</p> <p>Bath District Wide benefits also as Bath is the primary centre</p> </td> <td data-bbox="1742 1206 2101 1388"> <p>Lead Agencies:</p> <p>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:</p> <p>Bath District Wide benefits also as Bath is the primary centre</p>		<p>Lead Agencies:</p> <p>DfT B&NES Council</p>
Phasing:														
2011/12-2015/16	2016/17-2020/21	2021/22-2025/26												
✓														
<p>Relevant policy areas:</p> <p>Bath District Wide benefits also as Bath is the primary centre</p>		<p>Lead Agencies:</p> <p>DfT B&NES Council</p>												

Bl.2 Improvements to Flood Defences of Bath City Centre and Riverside Corridor

Category: Water & Drainage

Status: Key

Since the Inspector produced ID/28, further detailed work has been undertaken to develop a flood risk management scheme for development sites at risk of flooding in Bath City Centre and Riverside Corridor. A hydrological study by Black and Veatch has now been completed and confirms that the impact of raising the development sites is a loss of conveyance, rather than a loss of flood storage (which was what the Flood Risk Management Strategy by Atkins had previously concluded). Based on the findings of this study, a compensatory flow conveyance scheme has been developed and agreed in principle with the Environment Agency. The scheme can be delivered in a number of phases as development sites come forward. It is proposed to submit a planning application for the first phase scheme in the current year with a view to completing the works in 2014/15. This work, which will enable the key employment sites in the EA to come forward, will be funded by part of the RIF infrastructure funding awarded to B&NES by the LEP. Onsite defences combined with the conveyance mitigation scheme ensures that new development will be safe without increasing risk elsewhere, passing the Exception Test.

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. The potential for this infrastructure to contribute to strategic green infrastructure (DWI.18) will also need to be considered.

£3m of RIF funding has been secured to support the cost of implementing the compensatory flow conveyance scheme to release key sites within the central area of Bath including Council owned sites at Manvers Street, Bath Quays North (Avon Street Car and Coach Park) and Bath Quays South (Newark Works).. These funds will be repaid as S106 contribution, development agreements on Council owned land, and CIL.

<p>Cost:</p> <ul style="list-style-type: none"> Not quantified 	<p>Potential Funding Sources:</p> <ul style="list-style-type: none"> West of England LEP Revolving Infrastructure Fund (£3m) Developer contributions Potential for CIL contributions
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Risks: Unless flood mitigation is in place the development of river corridor sites will be compromised impacting on the objectives in the Council's Economic Strategy, Core Strategy, RDP's and Council's Capital Strategy.

Contingencies:
On site flood defences will still be required to complement the conveyance scheme. Developers will need to be aware of the flood risk management infrastructure along the river corridor in Bath.

<p>Evidence:</p> <ul style="list-style-type: none"> 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) Draft PAFF (2012) Full Council Meeting (13th Sept 2012) 	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>Bath & North East Somerset Council; Environment Agency;</p>	

<ul style="list-style-type: none">B&NES Council Report (Feb 2013) http://democracy.bathnes.gov.uk/documents/s24562/Core%20Strategy%20Annex%201.pdf		Landowners/Developers
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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:</p> <p>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).</p> <p>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>Potential Funding Sources:</p> <p>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:</p> <p>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> <td colspan="3" data-bbox="1294 1129 2103 1171">Phasing:</td> </tr> <tr> <td data-bbox="1294 1171 1559 1212">2011/12-2015/16</td> <td data-bbox="1559 1171 1832 1212">2016/17-2020/21</td> <td data-bbox="1832 1171 2103 1212">2021/22-2025/26</td> </tr> <tr> <td data-bbox="1294 1212 1559 1254">➤</td> <td data-bbox="1559 1212 1832 1254">➤</td> <td data-bbox="1832 1212 2103 1254">➤</td> </tr> <tr> <td colspan="2" data-bbox="1294 1254 1742 1388">Relevant policy areas:</td> <td data-bbox="1742 1254 2103 1388">Lead Agencies:</td> </tr> <tr> <td colspan="2" data-bbox="1294 1331 1742 1388">Bath</td> <td data-bbox="1742 1299 2103 1388">B&NES Developer HCA</td> </tr> </table>		Phasing:			2011/12-2015/16	2016/17-2020/21	2021/22-2025/26	➤	➤	➤	Relevant policy areas:		Lead Agencies:	Bath		B&NES Developer HCA
Phasing:																		
2011/12-2015/16	2016/17-2020/21	2021/22-2025/26																
➤	➤	➤																
Relevant policy areas:		Lead Agencies:																
Bath		B&NES Developer HCA																

Bl.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: c.£5,000,000	Potential Funding Sources: Crest to provide the land and building for a new 210 place primary school on their part of the BWR site.		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: Bath		Lead Agencies: Local Education Authority; Developers/Landowners

Bl.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: £1,500,000	Potential 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		B&NES PCT; Developer		

Bl.3c Floodplain storage compensation works at Bath Western Riverside**Category: Water & Drainage****Status: Key**

Outline planning application for whole site, 06/01733/EOUT was permitted in December 2010.

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".

Cost: Not quantified**Potential Funding Sources:**
Developer contributions**SHLAA Reference:** WES 1**Risks:** 06/01733/EOUT was granted outline planning permission in December 2010**Contingencies:****Evidence:**

- Outline planning permission: 06/01733/EOUT

Phasing:

2011/12-2015/16

2016/17-2020/21

2021/22-2025/26

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Relevant policy areas:

Bath

Lead Agencies:Developers/Landowners;
B&NES Council;

Bl.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: £3.8million	Potential Funding Sources: <ul style="list-style-type: none"> • Developer contributions (£2m) • B&NES Council (£1.8m) • West of England LEP Revolving Infrastructure Fund 		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 		<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																

Bl.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: £1,500,000	Potential Funding Sources:		SHLAA Reference: WES 1	
	<ul style="list-style-type: none"> • Developer contributions • West of England LEP Revolving Infrastructure Fund 			
Risks: 06/01733/EOUT was granted outline planning permission in December 2010				
Contingencies:				
Evidence:		Phasing:		
		2011/12-2015/16	2016/17-2020/21	2021/22-2025/26
				✓
		Relevant policy areas:		Lead Agencies:
Bath		Developer		

Bl.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	Potential 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: Bath		Lead Agencies: Developer

Bl.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	Potential 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		

Bl.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 elsewhere in Bath 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. The new site in Bath will need to accommodate recycling facilities only. Waste compaction and transfer will transfer to Keynsham (Kl.19). The Council are currently considering potential sites.</p>				
Cost: Land purchase and relocation: £4.6m	Potential Funding Sources: B&NES Council		SHLAA Reference: WES 1	
<p>Risks:</p> <ul style="list-style-type: none"> • 06/01733/EOUT was granted outline planning permission in December 2010. • Suitable alternative site has to be found. 				
Contingencies: Site needs to be allocated in the Placemaking Plan				
<p>Evidence:</p> <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: Bath	Lead Agencies: B&NES Council;	

Bl.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> <p>Wales and West Utilities state that this should take the form of a new 33/11kv primary substation, which will require an access road adequate for a low loader with a rigid body length of 26.5m.</p>				
Cost: Not quantified	Potential 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	

Bl.3j Decommissioning of Gas Holder at Bath Western Riverside & replacement of storage capacity

Category: Energy

Status: Key

The Windsor House Gas Holder Station was built in the early 19th century for gas to be manufactured on site from coal using a coal gasification process. The gas generated was then stored in the gas holders. Site manufacture of gas from coal ceased in the mid-20th century and the gas used now is natural gas piped in using the nationwide distribution network. Only one of the original three gas holders now remains which stores natural gas at a very low pressure.

Outline planning application for whole site (06/01733/EOUT) was permitted in December 2010. The decommissioning and removal of the Windsor House Gas Holder Station is an essential prerequisite to the redevelopment of much of Bath Western Riverside and its environs. The gasholder is still used to supply local homes and businesses. Wales & West Utilities (the owner and operator of the gas works) state it can be removed / decommissioned once an alternative is available. The Health and Safety Executive has defined a 300m Safety Zone around the site in which development is severely restricted.

The outline permission (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.”*

Wales & West Utilities would need to reinforce the network before decommissioning the gas holder by undertaking substantial off site reinforcement.

Crest Nicholson, on behalf of the Bath Riverside development, has exclusivity arrangements in place with Wales & West Utilities so that comprehensive arrangements can be put in place to decommission and demolish the remaining gas holder to facilitate continuity of development. Crest and Wales & West are well advanced with such arrangements which should be in place during early 2013. The works are scheduled to commence in summer 2013 and be completed in 2014/15. In parallel the LEP has earmarked funding for the associated works and the Council and Crest Nicholson are currently undertaking due diligence as a pre-condition to draw down. As the LEP funds are from the Revolving Infrastructure Fund, it is implicit that they will need to be repaid at some stage.

The costs involved have reduced significantly from the first Wales & West Utilities estimate which was produced in conjunction with the Bath Press application (12/01999/FUL) from Tesco. This involved installing a new High Pressure (HP) gas main to the south of Bath, but subsequent investigations by Wales & West show that it is possible to store the gas in existing pipelines, thus significantly reducing the costs involved. The new scheme comprises of isolating the current gas holder, emptying the tanks and decontaminating the site.

Cost:

- £4m

Potential Funding Sources:

- West of England LEP Revolving Infrastructure Fund
- Developer contributions (including Crest Nicholson)
- HCA funding
- Potential for CIL funding

SHLAA Reference:

- WES 1

Risks: Risks associated with engineering, planning and easement/land ownership for the reinforcement are considered manageable.

Contingencies: 06/01733/EOUT was granted outline planning permission in December 2010. Work undertaken by WWU confirms that a physical solution is

deliverable. Scheme to decommission the Gas holder has been agreed by Crest Nicholson and Wales & West Utilities.

Evidence:

- Outline planning permission: 06/01733/EOUT
 - Core Strategy Topic Paper 8 (September 2011)
 - Draft PAFF (2012)
 - Bath Press planning application (12/01999/EFUL)
 - B&NES Core Strategy Hearing Statement BNES/7
 - Crest Nicholson status report (January 2013)
 - B&NES Council Report (Feb 2013)
- <http://democracy.bathnes.gov.uk/documents/s24562/Core%20Strategy%20Annex%201.pdf>

Phasing:		
2011/12-2015/16	2016/17-2020/21	2021/22-2025/26
✓		
Relevant policy areas:		Lead Agencies:
Bath		Crest Nicholson; B&NES Council; LEP; HCA; Wales & West Utilities; HSE

BI.3k Windsor Bridge Road Improvements		Category: Transport	Status: Desirable	
Cost:	Potential Funding Sources:	SHLAA Reference: WES 1		
Risks:				
Contingencies:				
Evidence: <ul style="list-style-type: none"> Major Projects 		Phasing:		
		2011/12-2015/16	2016/17-2020/21	2021/22-2025/26
		✓		
		Relevant policy areas:		Lead Agencies:
Bath				

BI.3I Re-routing Pinesway Gyratory		Category: Transport	Status: Desirable	
Cost:	Potential Funding Sources:	SHLAA Reference: WES 1		
Risks:				
Contingencies:				
Evidence: <ul style="list-style-type: none"> Major Projects 		Phasing:		
		2011/12-2015/16	2016/17-2020/21	2021/22-2025/26
		➤	➤	➤
		Relevant policy areas:		Lead Agencies:
Bath				

Bl.3m Victoria Bridge reopening		Category: Transport	Status: Desirable						
<p>Victoria Bridge was built in 1836 and has a Grade 2* listing. The bridge has historic value, provides an important route for pedestrians (including a route to school) and is a key gateway to the Western Riverside development. The introduction of a sizeable new population at Western Riverside will increase the importance of the crossing point provided by the bridge.</p> <p>The bridge is in a poor condition and following structural assessments in 2010 it was found necessary to close the bridge to pedestrians and cyclists. Monitoring in 2011 highlighted significant and rapid deterioration with structural failure being a significant risk. Temporary works to secure the bridge were completed in December 2011.</p> <p>Dismantling the existing superstructure and reconstructing in its original form and function, using steel components to achieve the necessary strength and performance criteria for the bridge to be used as a Public Highway asset, whilst retaining original ironwork where otherwise possible is the preferred option. English Heritage has accepted in principle that this option is an appropriate solution to take forward.</p> <p>A solution to improve the linkage between Victoria Bridge Road and the River Avon towpath is now part of the project scope. This has potential to improve local access for pedestrians, cyclists and wheelchair users.</p> <p>S106 contributions from the Western Riverside development are confined to non-structural works to the Bridge. Opportunities to fund these works through future development projects will be investigated. Works are due to commence in April 2013 with completion in April 2014.</p>									
Cost: £2,500,000	Potential Funding Sources: <ul style="list-style-type: none"> B&NES Council BWR s106 contribution (£500,000) English Heritage – minor funding towards project development and research. 	SHLAA Reference: WES 1	Funding Gap? (Requires Council borrowing) Potential for CIL?						
Risks: <ul style="list-style-type: none"> English Heritage are unable to fully endorse this option as an acceptable scheme without the benefit of more detailed design proposals which will be produced during the next stage of design. Failure to replace the bridge will disadvantage young people and the elderly who do not have access to a motor vehicle and will be denied a desirable pedestrian route across the River. 									
Contingencies:									
Evidence: <ul style="list-style-type: none"> B&NES Cabinet Report E2428 (June 2012) http://democracy.bathnes.gov.uk/documents/s20846/E2428%20Victoria%20Bridge.pdf 		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 style="text-align: center;">➤</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: <ul style="list-style-type: none"> Bath 	Lead Agencies: <ul style="list-style-type: none"> B&NES Council 						

Bl.4 Improvements to Bath Spa Train Station		Category: Transport		Status: Desirable
<p>Capital improvements to the station commenced in Autumn 2011 and are to be delivered in 2 parts:</p> <ul style="list-style-type: none"> • Initial works: Lift & Toilets • Remaining works: Excavation of ramp & completion of station environment including refurbishment of vaults works due to commence October 2011 including Front plaza and 2 storey retail units. 				
Cost: £10,000,000	Potential Funding Sources: <ul style="list-style-type: none"> • Network Rail National Stations Improvement Programme (NSIP) • First Great Western • Southgate S106 			
Risks:				
Contingencies: NSIP is a joint industry initiative funded primarily by DfT. The programme aims to deliver station improvements to medium sized stations in England and Wales. Bath Spa is planned to have NSIP works completed within Network Rail's CP4 control period				
Evidence: Evidence gathering for IDP (Transport) Bath Western Riverside SPD Great Western Mainline Route Utilisation Strategy (RUS) Network Rail Route Plan K 2011 Update Network Rail CP4 Delivery plan 2012 http://www.networkrail.co.uk/asp/12070.aspx		Phasing:		
		2011/12-2015/16	2016/17-2020/21	2021/22-2025/26
		✓		
		Relevant policy areas:		Lead Agencies:
		Bath Keynsham		Network Rail; Developers & Landowners; First Great Western

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>Potential 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>

Bl.6: Bath Central Library will now remain at the Podium; this item has now been deleted from the IDP.

Bl.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		Potential 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	

Bl.7: Bath Centre District Heating Network		Category: Energy		Status: Key
<p>The implementation of a district heating scheme in Bath has been investigated and shown to have the potential to deliver significant CO₂ reductions (3097 tonnes CO₂ pa) and long-term financial (3.96% IRR) returns. As such it has been identified as one of three key district heating areas, so the draft Core Strategy's Core Policy 4 expects developers in this priority area to install district heating systems.</p>				
Cost: £5,010,224	Potential Funding Sources: Private financing from third-party ESCOs Developer contribution Renewable Heat Incentive/Feed In Tariff			
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: Many approaches have been used throughout the UK to take advantage of economic opportunities of installing district heating on key sites such as these which have been demonstrated to be financially viable. For example developers can engage external Energy Services Company to satisfy the planning requirement for district heating and generate revenues from the sale of heat and/or electricity. As noted above Government continues to develop incentives for renewable heat that can be utilised to improve viability.				
Evidence: B&NES District Heating Study (AECOM, 2010) B&NES Renewable Energy Capacity Study (CAMCO, 2010) B&NES Sustainability Team		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

Bl.8: Bath Riverside District Heating Network**Category: Energy****Status: Key**

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. As such it has been identified as one of three key district heating areas, so the draft Core Strategy's Core Policy 4 expects developers in this priority area to install district heating systems. Since an existing district heating system exists on the Bath Western Riverside development, developers in the Bath Riverside area are expected to connect to this system.

Cost:
£5,448,996

Potential Funding Sources:
Private financing from third-party ESCOs
Developer contributions
Renewable Heat Incentive/Feed In Tariff

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.

Contingencies: Many approaches have been used throughout the UK to take advantage of economic opportunities of installing district heating on key sites such as these which have been demonstrated to be financially viable. The Bath Western Riverside development has engaged an external Energy Services Company to satisfy a planning requirement for district heating which was laid out in the SPD for that site. As noted above Government continues to develop incentives for renewable heat that can be utilised to improve viability.

Evidence:
B&NES District Heating Study (AECOM, 2010)
B&NES Renewable Energy Capacity Study (CAMCO, 2010)
B&NES Sustainability Team

Phasing:		
2011/12-2015/16	2016/17-2020/21	2021/22-2025/26
➤	➤	➤
Relevant policy areas: Bath Riverside		Lead Agencies: Bath & North East Somerset Council; Landowners/Developers

Bl.9a New early years facility and 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 early years facility and 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.£5,000,000	Potential 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 and primary school 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: Bath		Lead Agencies: Local Education Authority; Developers/Landowners

Bl.9b 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 / Cleevedale Rd, A3062 North Rd/ Ralph Allen Drive & A3062 / Entry Hill.</p>				
Cost: Not yet quantified.	Potential 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: Bath	Lead Agencies: Local Highway Authority; Developers/Landowners	

BI.9c Green Infrastructure associated with MOD Foxhill site**Category: Green Infrastructure****Status: Key**

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.

Cost: Not yet quantified.**Potential Funding Sources:**
Developer contributions**SHLAA Reference:** CDN3**Risks:****Contingencies:****Evidence:**

- 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:

Bath

Lead Agencies:

Developers/Landowners

BI.9d Gas infrastructure at MOD Foxhill site		Category: Energy	Status: Key	
<p>The re-development of MOD Foxhill Bath is likely to require the laying of Medium Pressure main to the site to support the load generated by new development. Low Pressure connection points are available closer to the site but would require reinforcement in order to support the load.</p>				
Cost: Not quantified	Potential Funding Sources: Wales & West Utilities/Developer contributions	SHLAA Reference: CDN3		
Risks:				
Contingencies:				
Evidence: <ul style="list-style-type: none"> Wales & West Utilities 		Phasing:		
		2011/12-2015/16	2016/17-2020/21	2021/22-2025/26
			>	>
		Relevant policy areas:		Lead Agencies:
Bath		Wales & West Utilities; Developer		

Bl.9e Water infrastructure at MOD Foxhill site		Category: Water and drainage	Status: Key	
Foul drainage - site to be served by separate systems of on-site drainage provided by the developer.				
Cost: Not quantified	Potential Funding Sources: Wessex Water /Developer contributions	SHLAA Reference: CDN3		
Risks:				
Contingencies:				
Evidence: <ul style="list-style-type: none"> Wessex Water 		Phasing:		
		2011/12-2015/16	2016/17-2020/21	2021/22-2025/26
			>	>
		Relevant policy areas: Bath		Lead Agencies: Wessex Water; Developer

BI.9f New Primary Care Facility at MOD Foxhill site		Category: Health	Status: Key									
See Concept Statement												
Cost: £1,500,000 (estimate based on BWR GP facility)	Potential Funding Sources: <ul style="list-style-type: none"> • PCT • Developer Contributions 	SHLAA Reference: CDN3										
Risks:												
Contingencies:												
Evidence: <ul style="list-style-type: none"> • PCT 		<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: Wessex Water; Developer									

Bl.10a Re-provision of the Manvers Street Royal Mail Bath Delivery Office	Category: Community Facilities	Status: Key
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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.

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.

Cost: £4,700,000	Potential Funding Sources: - Developer - Royal Mail	SHLAA Reference: ABB 3
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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

Bl.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.	Potential 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.10c Relocation of Manvers Street car park		Category: Transport	Status: Key	
ABB 4&5 offer a mixed use city centre redevelopment opportunity. This site includes the existing Council owned car park which needs to be relocated elsewhere in the city on alternative Council owned land.				
Cost: Not yet quantified.	Potential Funding Sources: - B&NES Council	SHLAA Reference: ABB 4&5		
Risks: Site to be decided				
Contingencies:				
Evidence: Draft PAFF (2011)		Phasing:		
		2011/12-2015/16	2016/17-2020/21	2021/22-2025/26
			>	
		Relevant policy areas: Bath	Lead Agencies: Developer B&NES Council	

Bl.10d Relocation of Manvers Street Police Station		Category: Community Facilities	Status: Desirable	
<p>ABB 4&5 offer a mixed use city centre redevelopment opportunity. This site includes the existing Police Station which needs to be relocated elsewhere in the city. A smaller station is required than the present one due to cells being transferred to the new custody centre being developed in Keynsham (see DWI.23).</p>				
Cost: £3,000,000	Potential Funding Sources:	SHLAA Reference: ABB 4&5		
Risks: Site to be decided				
Contingencies:				
Evidence: Draft PAFF (2012)		Phasing:		
		2011/12-2015/16	2016/17-2020/21	2021/22-2025/26
			✓	
		Relevant policy areas:	Lead Agencies:	
		Bath	Developer B&NES Council	

Bl.11 West of England Key Commuter Routes: Local Sustainable Transport Fund Key Component Bid		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 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 between Bath Spa University and the Bristol/Bath Cycle Route (NCN4) linking to the Keynsham Greenways project, Bristol, South Gloucestershire and the Two Tunnels project. This will include the construction of a new bridge across the River Avon.</p> <p>The bid was successful on 5th July 2011. The £750,000 awarded for the Key component bid consists of capital and revenue to spend by July 2013. The Department of Transport have been clear that money allocated for 2011/2012 must be used within that period.</p>												
Cost: £750,000	Potential 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>✓</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									

Bl.12a Redevelopment of Bath Recreation ground**Category: Leisure****Status: Desirable**

In June 2011, the Trust consulted on a proposal which allowed the Rugby Club to remain at the Recreation Ground. It would be granted a new lease that would enable it to redevelop its stadium. This would include a temporary east stand and the rugby pitch would be available to the Trust during the summer months. The Club would pass its Lambridge training ground to the Trust as replacement land for the area that it occupied at the Recreation Ground. The consultation exercise showed there was strong support for this proposal.

The Charity Commission has now published a draft Scheme which confers certain powers on the Trust. The Scheme permits the Trust to grant a new lease to the Rugby Club and receive the Lambridge site as replacement land. It also brings indoor recreation on the Leisure Centre land within the objects of the trust.

It will be for a new trustee body to take the decisions involved in implementing the proposal. These will include determining the terms of the property transactions with the Rugby Club and agreeing to the details of any new stadium. Any new development will be subject to the planning process, entirely separately from the Trust.

The Council can give in-principal planning policy support to the improvement and expansion of the existing stadium, in manner that reflects the draft Scheme. The situation of a sporting arena close to a city centre and in good reach of public transport facilities accords with the NPPF. In the Bath situation – there are other issues in respect of companion land uses and unique design challenges to be addressed.

The Core Strategy contains a policy (B1(8)) which states:

Adjoining the Central Area, at the Recreation Ground, and subject to the resolution of any unique legal issues and constraints, enable the development of a sporting, cultural and leisure arena. Associated uses may be acceptable but will be considered on their merits.

Cost: Not identified**Potential Funding Sources:**

Bath Rugby Club

Risks:**Contingencies:** Site continues to operate**Evidence:**

Core Strategy Examination statement BNES/7

B&NES Council Report (Feb 2013):

<http://democracy.bathnes.gov.uk/documents/s24563/Core%20Strategy%20Annex%202.pdf>**Phasing:****2011/12-2015/16****2016/17-2020/21****2021/22-2025/26**

✓

Relevant policy areas:

Bath

Lead Agencies:Bath Rugby Club
B&NES Council
Aquaterra

Bl.12b Bath Recreation ground river bridge		Category: Leisure	Status: Desirable	
Cost: £1,500,000	Potential Funding Sources:			
Risks:				
Contingencies:				
Evidence: <ul style="list-style-type: none"> Draft PAFF 		Phasing:		
		2011/12-2015/16	2016/17-2020/21	2021/22-2025/26
		>	✓	
		Relevant policy areas:	Lead Agencies:	
		Bath		

Bl.13 Former Fuller's Earth Works Residual Waste Treatment Site**Category: Waste****Status: Desirable**

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.

Infrastructure required in order to bring forward the site includes:

- Any transport infrastructure identified in a transport assessment
- Bat mitigation measures
- Landscaping

See also DWI.2a

Cost: Not identified

Potential Funding Sources:

- Private sector/waste industry led
- Partnership developments
- Green Investment Bank

Risks:

Contingencies:

Evidence:

Joint Waste Core Strategy:

<http://www.westofengland.org/media/211552/4.%20jwcs%20adoption%20document%20mar%202011.pdf>

Phasing:

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

Relevant policy areas:

Bath

Lead Agencies:

B&NES Council
Developer
Land owner

Bl.14 Weston All Saints Primary School: New buildings		Category: Education	Status: Complete	
The £3.6 million project has provided 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.				
Cost: £3.6m	Potential 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: Bath	Lead Agencies: Bath & North East Somerset Council	

Bl.15 Rossiter Road Transport Scheme**Category: Transport****Status: Desirable**

The Rossiter Road Transport Scheme has been provisionally included in the Capital Programme for a number of years as a proposed scheme which removed through traffic from Widcombe Parade without adding to congestion on the A36 and Churchill Bridge Gyratory by reversing the direction of Widcombe Parade traffic and introducing 2-way traffic onto Rossiter Road.

The objectives of the scheme are to: maintain or improve a strategic route for through traffic passing through Bath to/from Bristol and the A36 South, the A4 East and the A46 North; minimise secondary redistribution of traffic to other sensitive areas beyond the Rossiter Road/Widcombe Parade scheme; improve the safety for road users and those wishing to cross the road; reduce "through" traffic including HGV's in Widcombe Parade; improve the Widcombe Parade environment.

The Council consulted on the proposal in February 2011. Following this an independent report from Halcrow endorsed the original design and recommended some changes which retained some mature trees, provided an improved drop off for Bath Spa Railway Station on Rossiter Road, and improved access to Lyncombe Hill. Cabinet agreed the scheme should proceed in June 2012.

Cost: £1,800,000**Potential Funding Sources:**

- Annual transport capital programme block allocation for integrated transport

Risks: The final cost of the scheme will be established once the detailed design has been carried out, but it is anticipated that costs will be contained within the £1.8m above.

Contingencies: The scheme budget is included in the Capital Programme.

Evidence:

- Council Executive meeting 2006:
<http://democracy.bathnes.gov.uk/Executive/Exec060906/17E1408JLTPBath.htm>
- Evidence gathering for IDP: (Major Projects)
- B&NES Cabinet Report E2427 13th June 2012:
<http://democracy.bathnes.gov.uk/documents/s20839/E2427%20Rossiter%20Rd%20Scheme%20Design.pdf>

Phasing:

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

Relevant policy areas:

Bath

Lead Agencies:

Bath & North
East Somerset
Council

Bl.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:	Potential Funding Sources:																	
<ul style="list-style-type: none"> £2,200,000 	<ul style="list-style-type: none"> Annual transport capital programme block allocation for integrated transport CIL? 																	
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		<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>Bath & North East Somerset Council</td> </tr> </table>		Phasing:			2011/12-2015/16	2016/17-2020/21	2021/22-2025/26	➤	➤	➤	Relevant policy areas:		Lead Agencies:	Bath		Bath & North East Somerset Council
Phasing:																		
2011/12-2015/16	2016/17-2020/21	2021/22-2025/26																
➤	➤	➤																
Relevant policy areas:		Lead Agencies:																
Bath		Bath & North East Somerset Council																

Bl.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	Potential 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: Bath	Lead Agencies: B&NES Council	

Bl.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		Potential 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 			Phasing:			
			2011/12-2015/16	2016/17-2020/21	2021/22-2025/26	
			✓			
			Relevant policy areas:		Lead Agencies:	
			Bath		Developer	

Bl.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	Potential Funding Sources: Developer contributions		SHLAA Reference: WES 2	
Risks: Planning application under consideration.				
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: 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		Potential 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: Bath		Lead Agencies: Developer		

BI.21 Additional Early Years, Primary & Secondary Education capacity in Bath (previously part of BI.9)

Category: Education

Status: Key

Many of the existing primary schools in Bath have limited or no capacity for extension or expansion on site.

In addition to the new facilities required at Bath Western Riverside and MOD Foxhill, there will also be an additional need for primary school places generated by the further planned development within the central and river corridor area of Bath, resulting in the need to build a new primary school and expand existing schools (where possible). Initial estimates suggest that this might be approximately equivalent to at least another 1 form entry primary school – 210 places - (in addition to the new school planned for the BWR Crest site) and also some more provision in addition to this. The exact amount of additional provision required will depend on the housing mix and phasing. This will need to be picked up in the Placemaking DPD within which sites will need to be allocated.

There may 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 existing schools). The need for this will be monitored. It is not anticipated that a new secondary school site will be required.

Cost: dependent on delivery strategy and phasing

Approximate cost of a 210 place primary school is c.£5,000,000

Average cost of a secondary school built under BSF was c.£25m

Potential Funding Sources:

Developer contributions

Risks: Changes in government policy could change the way in which education is delivered.

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.

Evidence:

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

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:
Bath		Local Education Authority; Developers/Landowners

Bl.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	Potential 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: District wide		Lead Agencies: Great Western Ambulance Service

Bl.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		Potential Funding Sources: Developer contributions Western Power Distribution					
Risks:							
Contingencies:							
Evidence: <ul style="list-style-type: none"> 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: Bath University; Developer; Western Power Distribution		

Bl.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	Potential 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: Bath	Lead Agencies: Developer	

Bl.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		Potential 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: Bath		Lead Agencies: Developer	

Bl.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	Potential 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: Bath	Lead Agencies: Developer	

Bl.27a 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	Potential Funding Sources: Developer contributions		SHLAA Reference: LANS 5									
Risks:												
Contingencies:												
Evidence: <ul style="list-style-type: none"> SHLAA (May 2011) 		<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										
	>	✓										
		Relevant policy areas: Bath	Lead Agencies: Developer									

Bl.27b New primary school at MOD Ensleigh site (and other educational requirements)		Category: Education	Status: Key	
<p>The re-development of MOD Ensleigh Bath will trigger the need for a new 210 place 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.£5,000,000	Potential Funding Sources: Developer contributions/CIL	SHLAA Reference: LANS 5		
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
		➤ Section 106 capital until 2014	➤ Potential for CIL capital	➤ Potential for CIL capital
		Relevant policy areas:		Lead Agencies:
Bath		Local Education Authority; Developers/Landowners		

Bl.27c Gas infrastructure at MOD Ensleigh site		Category: Energy	Status: Key	
<p>The re-development of MOD Ensleigh Bath is likely to require the reinforcement of the Low Pressure gas network in order to support the load generated by new development.</p>				
Cost: Not quantified	Potential Funding Sources: Wales & West Utilities/Developer contributions	SHLAA Reference: LANS 5		
Risks:				
Contingencies:				
Evidence: <ul style="list-style-type: none"> Wales & West Utilities 		Phasing:		
		2011/12-2015/16	2016/17-2020/21	2021/22-2025/26
			>	>
		Relevant policy areas:		Lead Agencies:
Bath		Wales & West Utilities; Developer		

Bl.27d Green infrastructure at MOD Ensleigh site (including ecology)		Category: Green Infrastructure	Status: Key						
<p>Must comply with the Green Infrastructure Strategy</p> <p>Appropriate site assessment and ecological surveys are to be undertaken to inform site master planning with particular attention to the SNCI, and potential impacts to Bradford-upon-Avon bats SAC, (this to include planning for public open space and recreation facilities to minimise adverse recreational pressures). Ecological mitigation to be in place ahead of development.</p> <p>Provision of improved habitat connectivity, through the retention and enhancement of the existing high valued habitat, and well-integrated provision of green space (informal, formal and natural).</p> <p>Should incorporate Sustainable Urban Drainage Systems</p>									
Cost: Not quantified	Potential Funding Sources: Developer contributions		SHLAA Reference: LANS 5						
Risks:									
Contingencies:									
Evidence: <ul style="list-style-type: none"> B&NES Council Report (Feb 2013) http://democracy.bathnes.gov.uk/documents/s24562/Core%20Strategy%20Annex%201.pdf 		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: Bath	Lead Agencies: Developer						

Bl.27e Replacement of sports pitches at MOD Ensleigh site		Category: Green Infrastructure	Status: Key	
Development must ensure that displaced playing pitches are re-provided at an appropriate and suitable location				
Cost: Not quantified	Potential Funding Sources: Developer contributions		SHLAA Reference: LANS 5	
Risks:				
Contingencies:				
Evidence: <ul style="list-style-type: none"> B&NES Council Report (Feb 2013) http://democracy.bathnes.gov.uk/documents/s24562/Core%20Strategy%20Annex%201.pdf 		Phasing:		
		2011/12-2015/16	2016/17-2020/21	2021/22-2025/26
			➤	✓
		Relevant policy areas: Bath	Lead Agencies: Developer	

Bl.28a 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	Potential 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: Bath	Lead Agencies: Developer	

Bl.28b Gas infrastructure at MOD Warminster Road site		Category: Energy	Status: Key	
<p>The re-development of MOD Warminster Road Bath is likely to require the reinforcement of the Low Pressure gas network in order to support the load generated by new development. Medium Pressure is available locally and may be able to support this.</p>				
Cost: Not quantified	Potential Funding Sources: Wales & West Utilities/Developer contributions	SHLAA Reference: BWIK 1		
Risks:				
Contingencies:				
Evidence: <ul style="list-style-type: none"> Wales & West Utilities 		Phasing:		
		2011/12-2015/16	2016/17-2020/21	2021/22-2025/26
			✓	
		Relevant policy areas: Bath		Lead Agencies: Wales & West Utilities; Developer

Bl.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		Potential Funding Sources: Developer contributions		SHLAA Reference: LAM 4		
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	

Bl.30a 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: £2,500,000	Potential Funding Sources: <ul style="list-style-type: none"> • Developer contributions • West of England LEP Revolving Infrastructure Fund 																	
Risks:																		
Contingencies:																		
Evidence: <ul style="list-style-type: none"> • Evidence gathering for IDP (Development & Major Projects) • West of England LEP RIF funding allocations 		<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>B&NES Council</td> </tr> </table>		Phasing:			2011/12-2015/16	2016/17-2020/21	2021/22-2025/26	✓			Relevant policy areas:		Lead Agencies:	Bath		B&NES Council
Phasing:																		
2011/12-2015/16	2016/17-2020/21	2021/22-2025/26																
✓																		
Relevant policy areas:		Lead Agencies:																
Bath		B&NES Council																

Bl.30b Relocation of Bath Quays Coach Park		Category: Transport	Status: Desirable	
Relocation of current coach park on alternative Council owned site within Bath.				
Cost: £750,000	Potential Funding Sources: <ul style="list-style-type: none"> • B&NES Council • West of England LEP Revolving Infrastructure Fund 			
Risks:				
Contingencies:				
Evidence: Draft PAFF (2012)		Phasing:		
		2011/12-2015/16	2016/17-2020/21	2021/22-2025/26
		✓		
		Relevant policy areas:	Lead Agencies:	
		Bath	B&NES Council	

Bl.30c Re-routing Green Park Road		Category: Transport		Status: Desirable
Cost: £3,800,000		Potential Funding Sources: <ul style="list-style-type: none"> • Developer contributions (£1,600,000) • B&NES Council (£2,200,000) • West of England LEP Revolving Infrastructure Fund 		
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		

Bl.30d Avon Street Multi-Storey Car Park replacement		Category: Transport		Status: Desirable
Cost: £8.75m		Potential Funding Sources:		
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	Potential Funding Sources: Developer contributions		SHLAA Reference: WAL 3	
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: Bath	Lead Agencies: Developer	

Bl.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	Potential 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: Bath		Lead Agencies: Developer

Bl.33 Walcot Riverside Path		Category: Green Infrastructure		Status: Desirable
Cost: Not quantified		Potential Funding Sources:		
Risks:				
Contingencies:				
Evidence: <ul style="list-style-type: none"> • 		Phasing:		
		2011/12-2015/16	2016/17-2020/21	2021/22-2025/26
		>	>	>
		Relevant policy areas:		Lead Agencies:
		Bath		

Bl.34 Sixth Form accommodation at St Gregory's Catholic College**Category: Education****Status: Desirable**

The age range at St Gregory's Catholic College will be expanded to add a sixth form on 1st September 2013. This requires the construction of additional school accommodation.

Outline permission has been secured). The Local Authority has agreed to purchase the additional site needed. The LA has committed a total of £2.4 million capital to the project including the cost of the above land and the Dioceses have allocated £376,000 of capital from the 2011/12 Local Co-ordinated Voluntary Aided Programme funding.

The revenue funding for sixth form pupils will be supplied by the Young People's Learning Agency (YPLA) (or its replacement) under the funding mechanism for sixth form pupils.

Cost: £2.776m**Potential Funding Sources:**

B&NES Council
 Schools Modernisation Grant
 Diocese of Clifton and Diocese of Bath and Wells

Risks:**Contingencies:****Evidence:**

- Cabinet Report 14th September 2011:
<http://democracy.bathnes.gov.uk/documents/s7552/E2267%20St%20Gregorys%20Sixth%20Form.pdf>

Phasing:

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

Relevant policy areas:

Bath

Lead Agencies:

Bl.35 Bus/Cycle/Pedestrian link Locksbrook Road to Windsor Bridge Road		Category: Transport	Status: Desirable	
Cost: £200,000	Potential Funding Sources: <ul style="list-style-type: none"> CIL 			
Risks:				
Contingencies:				
Evidence:		Phasing:		
		2011/12-2015/16	2016/17-2020/21	2021/22-2025/26
			✓	
		Relevant policy areas:		Lead Agencies:
		Bath		

Bl.36 East of Bath Park and Ride		Category: Transport	Status: Desirable									
<p>A new park and ride site to the east of Bath is required to improve public transport access to Bath City Centre for travellers from the east of the city. This scheme was originally included as part of the Bath Transport Package. It would be complimentary to any rail based programmes and offers an alternative means of getting into Bath where rail links do not exist. In addition, the parking strategy for Bath recognises the need to allow the redevelopment of existing city centre car parks for employment uses in the Bath City Riverside Enterprise Area. Previous studies showed that 1,300 car parking spaces would be needed.</p> <p>The scheme has been assessed by the West of England Joint Transport Executive Committee as affordable and deliverable through devolved major schemes initial assessment criteria and forms part of the West of England short list.</p> <p>The scheme fits with the JLTP3 Vision in terms of Quality of Life, Safety, Health and Security, Economic Growth, Accessibility and Carbon Emissions. The scheme would support the creation of 9,000 new jobs in Bath, and in particular the Enterprise Area, by creating an alternative way of reaching Bath that has less environmental impact and is more efficient, and releasing city centre sites for redevelopment. The Bath Package results in a carbon reduction of 7,860 tonnes over 60 years; an eastern Park and Ride may add to this saving by as many as one and a half times.</p>												
<p>Cost: £10,00,000 (2016 price)</p>	<p>Potential Funding Sources:</p> <ul style="list-style-type: none"> • DfT/Devolved major scheme funding • Developer Contributions 											
<p>Risks: An alternative site to that promoted as a part of the Bath Package needs to be identified. No technical, design or developmental work has been undertaken to date to identify an alternative eastern park and ride site. A high level sieve of potential sites is in early stages of development. Full EIA and planning consent would be required. It is not known at this stage if land acquisition powers, Network Rail, Highways Agency or any other third party consent would be needed.</p>												
<p>Contingencies: GBSTS and pre de-scoped Bath Package both included support for an Eastern Park and Ride.</p>												
<p>Evidence:</p> <ul style="list-style-type: none"> • IDP evidence gathering (B&NES Transport) • WoE LEP • West of England Joint Transport Executive Committee • Greater Bristol Strategic Transport Study • Pre de-scoped Bath Package 		<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</p>									

Bl.37 Orange Grove Public Realm Improvements**Category: Public Realm****Status: Desirable**

Strategic public transport, pedestrian and cycling public realm improvements to improve attractiveness of public transport, and safety and attractiveness of area as part of walking and cycling routes in the city centre.

Cost: £2,000,000**Potential Funding Sources:****Risks:****Contingencies:****Evidence:**

- IDP evidence gathering (B&NES Transport)
- WoE LEP

Phasing:

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

Relevant policy areas:

Lead Agencies:

Bath

BI.38 A36/A46 Link		Category: Transport	Status: Desirable	
Cost: £65,000,000	Potential Funding Sources: <ul style="list-style-type: none"> DfT/Devolved major scheme funding 			
Risks: Scheme currently considered to be a longer term aspiration.				
Contingencies:				
Evidence: <ul style="list-style-type: none"> WoE LEP 		Phasing:		
		2011/12-2015/16	2016/17-2020/21	2021/22-2025/26
		➤	➤	➤
		Relevant policy areas:		Lead Agencies:
Bath				

Bl.39 Post Bath Package expansion of Newbridge, Odd Down and Lansdown Park & Ride sites		Category: Transport	Status: Desirable															
<p>Further expansion of the three existing Park & Ride sites allowing further removal of city centre car parking to allow the release of sites to meet Core Strategy development objectives and JLTP3 objectives of improving the quality of life, reducing carbon emissions and supporting economic growth.</p> <p>An increase in Park and Ride capacity will be complimentary to the Bath Package and other wider programmes. Scheme will support 9,000 new jobs in Bath, and in particular the Enterprise Area, by creating an alternative way of reaching Bath that has less environmental impact and is more efficient, and releasing city centre sites for redevelopment. The Bath Package results in a carbon reduction of 7,860 tonnes over 60 years; this could be doubled depending on the increase in spaces.</p>																		
Cost: £6,500,000 (2016 price)	Potential Funding Sources: <ul style="list-style-type: none"> • DfT/Devolved major scheme funding • Developer Contributions 																	
Risks: There are no scheme details at this stage. Feasibility work would be required. Will require planning permission as a minimum; further requirements are unknown at this stage.																		
Contingencies: Previous work for the Bath Transport Package established the need for Park and Ride and how it could work.																		
Evidence: <ul style="list-style-type: none"> • WoE LEP 		<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>B&NES Council</td> </tr> </table>		Phasing:			2011/12-2015/16	2016/17-2020/21	2021/22-2025/26		➤	➤	Relevant policy areas:		Lead Agencies:	Bath		B&NES Council
Phasing:																		
2011/12-2015/16	2016/17-2020/21	2021/22-2025/26																
	➤	➤																
Relevant policy areas:		Lead Agencies:																
Bath		B&NES Council																

Bl.40a Weston Catchment Flood Alleviation Scheme		Category: Water & Drainage	Status: Desirable	
Scheme will involve survey and repair work in the northern part of Weston, where there are a number of old watercourses, sinks and springs. This will provide around 285 existing houses at Weston with improved protection from surface water flooding.				
Cost: £1.9m	Potential Funding Sources: <ul style="list-style-type: none"> Environment Agency Flood and Coastal Risk Programme 			
Risks: Project approved by Regional Flood and Coastal Committee and DEFRA grant in aid funding allocated by the Environment Agency Board.				
Contingencies:				
Evidence: <ul style="list-style-type: none"> 		Phasing:		
		2011/12-2015/16	2016/17-2020/21	2021/22-2025/26
		➤	✓	
		Relevant policy areas:	Lead Agencies:	
		Bath	Environment Agency, B&NES Council	

Bl.40b Educational Infrastructure for Weston Urban Extension		Category: Education		Status: Key
<p>The Core Strategy allocation of 300 dwellings for the area will yield c.90 primary, 50 secondary and 10 sixth form places.</p> <p>Contributions will be required from the development to provide for these places.</p> <p>However, other SHLAA sites in the vicinity (i.e. at the RUH and various smaller sites) result in an increased yield of c.140 primary, 70 secondary and 20 sixth form places.</p> <p>Therefore a new 210 place primary school will be required in this area of the city, and the urban extension site provides the best opportunity to provide this, unless an alternative solution can be found and agreed with the Education Authority.</p>				
<p>Cost: dependent on delivery strategy and phasing</p> <p>Approximate cost of a 210 place primary school is c.£5,000,000</p>		<p>Potential Funding Sources:</p> <p>Developer contributions/CIL</p>		
<p>Risks: Urban extension area does not require a new primary by itself, only in combination with other sites in the vicinity. Negotiation will be required to deliver the best solution.</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)</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>

Bl.40c Transport Infrastructure for Weston Urban Extension		Category: Transport		Status: Key		
<p>Must be well integrated with neighbouring areas, with good pedestrian and cycling access and connectivity to local centres, other facilities and services</p> <p>Ensure good public transport accessibility at the location and links to the Weston local centres and other facilities and services</p> <p>Cycle link should be provided to connect to Weston local centre and the City Centre</p> <p>Vehicular access to the east, west and south of the location should be provided</p>						
Cost: Not quantified			Potential Funding Sources:			
			Developer contributions			
Risks:						
Contingencies:						
Evidence: B&NES Council Report (Feb 2013) http://democracy.bathnes.gov.uk/documents/s24562/Core%20Strategy%20Annex%201.pdf			Phasing:			
			2011/12-2015/16		2016/17-2020/21	2021/22-2025/26
			➤		➤	➤
			Relevant policy areas:			Lead Agencies:
Bath			Developers/Landowners			

Bl.40d Green infrastructure at Weston Urban Extension (including ecology)		Category: Green Infrastructure	Status: Key						
<p>Must comply with the Green Infrastructure Strategy</p> <p>Appropriate site assessment and ecological surveys should be undertaken to inform site master planning with particular attention to potential impacts to protected sites, priority species, and Bradford-upon-Avon SAC, (this to include planning for public open space and recreational facilities to minimise adverse recreational pressures). Consideration should be given to any ecological mitigation that needs to be in place ahead of development.</p> <p>An ecological mitigation and management plan to retain, protect and enhance protected ecological habitats and species, and to safeguard and enhance key SAC bat foraging areas and flight lines.</p> <p>Provide improved habitat connectivity, through the retention and enhancement of existing high valued habitat, and well integrated provision of green space (informal, formal and natural). This should include the provision of allotments and opportunities for local food growing.</p> <p>Provision for public rights of way on site including the Cotswolds Long Distance Footpath</p> <p>Should incorporate Sustainable Urban Drainage Systems</p>									
Cost: Not quantified	Potential Funding Sources: Developer contributions	SHLAA Reference:							
Risks:									
Contingencies:									
Evidence: <ul style="list-style-type: none"> B&NES Council Report (Feb 2013) http://democracy.bathnes.gov.uk/documents/s24562/Core%20Strategy%20Annex%201.pdf 		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: Bath	Lead Agencies: Developer						

Bl.40e Renewable energy infrastructure at Weston Urban Extension		Category: Energy	Status: Key	
Development should scope potential for and incorporate renewable energy, including investigation of District Heating opportunities (linking to the RUH District Heating Opportunity Area)				
Cost: Not quantified	Potential Funding Sources: Developer contributions		SHLAA Reference:	
Risks:				
Contingencies:				
Evidence: <ul style="list-style-type: none"> B&NES Council Report (Feb 2013) http://democracy.bathnes.gov.uk/documents/s24562/Core%20Strategy%20Annex%201.pdf 		Phasing:		
		2011/12-2015/16	2016/17-2020/21	2021/22-2025/26
		>	>	>
		Relevant policy areas: Bath		Lead Agencies: Developer

Bl.41a Educational Infrastructure for Odd Down Urban Extension		Category: Education		Status: Key	
<p>The Core Strategy allocation of 300 dwellings for the area will require a new 210 place primary school on the development site unless an alternative solution can be found.</p> <p>Contributions will be required from the development to provide for the other educational places.</p>					
<p>Cost: dependent on delivery strategy and phasing</p> <p>Approximate cost of a 210 place primary school is c.£5,000,000</p>			<p>Potential Funding Sources:</p> <p>Developer contributions</p>		
<p>Risks:</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)</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>

Bl.41b Transport infrastructure associated with Odd Down Urban Extension		Category: Transport		Status: Key		
<p>Site to be developed to a comprehensive masterplan, ensuring it is well integrated with neighbouring areas, with excellent pedestrian and cycle access, and connectivity to local centres, local facilities and services.</p> <p>Junction improvement at the B3110 Midford Rd/Southstoke Rd (Cross Keys) and A367 junctions to provide the principle vehicular accesses to the location</p> <p>Ensure good public transport provision at the location</p> <p>Ensure good pedestrian and cycle access particularly towards Bath city centre, as well as to Odd Down and Combe Down local centres.</p>						
Cost: Not quantified			Potential Funding Sources:			
			Developer contributions			
Risks:						
Contingencies:						
Evidence: B&NES Council Report (Feb 2013) http://democracy.bathnes.gov.uk/documents/s24562/Core%20Strategy%20Annex%201.pdf			Phasing:			
			2011/12-2015/16		2016/17-2020/21	2021/22-2025/26
			➤		➤	➤
			Relevant policy areas:		Lead Agencies:	
Bath		Developers/Landowners				

BI.41c Green infrastructure at Odd Down Urban Extension (including ecology)

Category: Green Infrastructure

Status: Key

Must comply with the Green Infrastructure Strategy

Appropriate site assessment and ecological surveys should be undertaken to inform site master planning with particular attention to potential impacts to Bradford-upon-Avon bats and Mells SACs, (this to include planning for public open space and recreational facilities to minimise adverse recreational pressures). Consideration should be given to any ecological mitigation that needs to be in place ahead of development.

An Ecological Mitigation Strategy and Management scheme to ensure satisfactory compensation, mitigation and protection of European protected bat species and their habitats (to include protection of dark skies to the south of the location, retention and cultivation of linear planting features and off-site habitat protection and compensation on land south of this location) , and protection of Priority species.

Provide improved habitat connectivity, through the retention and enhancement of the existing high valued habitat, and well integrated provision of green space (informal, formal and natural green space)

Provision for Public Rights of Way

Should incorporate Sustainable Urban Drainage Systems

Cost: Not quantified

Potential Funding Sources:
Developer contributions

SHLAA Reference:

Risks:

Contingencies:

Evidence:

- B&NES Council Report (Feb 2013)
<http://democracy.bathnes.gov.uk/documents/s24562/Core%20Strategy%20Annex%201.pdf>

Phasing:		
2011/12-2015/16	2016/17-2020/21	2021/22-2025/26
	➤	✓
Relevant policy areas:		Lead Agencies:
Bath		Developer

Bl.41d Renewable energy infrastructure at Odd Down Urban Extension		Category: Energy	Status: Key	
Development should scope potential for and incorporate renewable energy, including investigation of District Heating opportunities (linking to the Odd Down District Heating Opportunity Area)				
Cost: Not quantified	Potential Funding Sources: Developer contributions		SHLAA Reference:	
Risks:				
Contingencies:				
Evidence: <ul style="list-style-type: none"> B&NES Council Report (Feb 2013) http://democracy.bathnes.gov.uk/documents/s24562/Core%20Strategy%20Annex%201.pdf 		Phasing:		
		2011/12-2015/16	2016/17-2020/21	2021/22-2025/26
			>	✓
		Relevant policy areas: Bath	Lead Agencies: Developer	

Midsomer Norton & Radstock

MNRI.1: See MNRI.3

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		Potential 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 Infrastructure Requirements for Old Mills		Category: Site Specific Package		Status: Key	
<p>Preliminary infrastructure improvements to bring forward an extension to the existing Industrial estate of Old Mills, near Paulton.</p> <p>Development or assistance towards creating an Enterprise Centre geared around blue collar / start-up operations ; small units / lock ups (details awaited re a report on the demand drivers / needs for the area)</p>					
Cost: £3m		Potential Funding Sources:			
		<ul style="list-style-type: none"> Revolving Infrastructure Fund/Growing Places 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	Potential 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.

At the Cabinet meeting on 14th September members decided to postpone their decision on the TROs for the proposed highway improvements. Cabinet asked highway officers to review the objections to the TROs, look again at the traffic data and, in the light of this information and the many changes that have been suggested to the current proposal, see if the scheme can be further amended to maintain traffic flows and pedestrian movements through the town.

The current programme is for works to commence on site after January 2012.

Cost:
£1.2m

Potential Funding Sources:
HCA funding and B&NES Council

Risks: The grant is conditional on works being completed within the current financial year, therefore any delay in implementing the works may prejudice receipt of the grant.

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)

Housing and Major Projects Policy Development and Scrutiny Panel (November 15th):

<http://democracy.bathnes.gov.uk/documents/s8444/HousingMajorProjectsUpdate.pdf>

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		Potential 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 Tying 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>														
Cost: Part of the £50m "Connect2" project, funded by the National Lottery.		Potential Funding Sources: Sustrans B&NES Council: £346,000												
Risks:														
Contingencies:														
Evidence: Sustrans Connect2 scheme		<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: Midsomer Norton & Radstock		Lead Agencies: Sustrans B&NES Norton Radstock Action Group										

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. This will take the form of Wellow to Bloomfield Road (Bath) cycle and pedestrian improvements.</p> <p>Key component bid was successful on 5th July 2011</p>												
<p>Cost: £750,000</p>	<p>Potential 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:</p> <ul style="list-style-type: none"> Local Sustainable Transport Fund Application: http://www.travelplus.org.uk/media/215878/woe%20lstf%20key%20component%20bid%20april%202011.pdf JLTP3 Delivery Plan 2012/13 – 2014/15: http://travelplus.org.uk/media/245864/jltp3%20delivery%20plan%20final%20march%202012.pdf 		<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 Somerset Valley</p> <p>Lead Agencies: West of England Partnership</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										
✓												

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		Potential 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 has replaced poor condition temporary buildings and provided a new assembly hall, reception classrooms, and nursery, as well as relocated administration facilities.				
Cost: £2.3m	Potential 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: 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.	Potential Funding Sources: Developer contributions	SHLAA Reference: MSN 10i										
Risks:												
Contingencies:												
Evidence: <ul style="list-style-type: none"> SHLAA (May 2011) 		<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										
✓												
		Relevant policy areas: Somerset Valley	Lead Agencies: 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.	Potential 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> <tr> <td colspan="2">Relevant policy areas: Somerset Valley</td> <td>Lead Agencies: Local Highway Authority; Developers/Landowners</td> </tr> </table>		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
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.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.	Potential Funding Sources: Developer contributions	SHLAA Reference: RAD 15		
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: 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 signalled 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.	Potential Funding Sources: Developer contributions	SHLAA Reference: MSN 15		
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: Somerset Valley	Lead Agencies: Local Highway Authority; Developers/Landowners	

MNRI.15 Highways infrastructure associated with Welton Bibby Baron site

Category: Transport

Status: Key

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.

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.

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.

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.

Cycle parking required.

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.

Cost: Not yet quantified.

Potential Funding Sources:
Developer contributions

SHLAA Reference: MSN 9

Risks:

Contingencies:

Evidence:

- SHLAA (May 2011)

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.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.	Potential Funding Sources: Developer contributions	SHLAA Reference: MSN 3		
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: 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.	Potential Funding Sources: Developer contributions	SHLAA Reference: MSN 4a		
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: 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.	Potential Funding Sources: Developer contributions	SHLAA Reference: MSN 10		
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: 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.	Potential Funding Sources: Developer contributions	SHLAA Reference: RAD 3		
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: Somerset 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.	Potential Funding Sources: Developer contributions	SHLAA Reference: RAD 4		
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: Somerset 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.	Potential Funding Sources: Developer contributions	SHLAA Reference: RAD 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: Somerset 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.	Potential Funding Sources: Developer contributions	SHLAA Reference: RAD 13 a & b		
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: Somerset Valley		Lead Agencies: 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.	Potential Funding Sources: Developer contributions	SHLAA Reference: RAD 14		
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: Somerset 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.	Potential Funding Sources: Developer contributions	SHLAA Reference: PAU 3		
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: Somerset Valley	Lead Agencies: Local Highway Authority; Developers/Landowners	

MNRI.25 Highways infrastructure associated with Paulton Printing Factory site		Category: Transport	Status: Key	
<p>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.</p>				
Cost: Not yet quantified.	Potential Funding Sources: Developer contributions	SHLAA Reference: PAU 2		
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: 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.	Potential Funding Sources: Developer contributions	SHLAA Reference: PEA 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: Somerset Valley	Lead Agencies: Local Highway Authority; Developers/Landowners	

MNRI.27 Additional Early Years, Primary & Secondary Education capacity in Midsomer Norton and Radstock	Category: Education	Status: Key															
<p>The need for provision for early years is informed by the <i>B&NES Childcare Sufficiency Report</i>. In Midsomer Norton and Radstock 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>At Midsomer Norton & Radstock there is considered to be greater scope 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. It is not anticipated that any new schools will be required. However, any further development in Peasedown St John or Paulton (greater than what the Core Strategy plans for) would create a need for additional land for a new school.</p> <p>It is the intention to expand Paulton Infant and Junior schools to accommodate the pupils generated by the Bovis Homes development of the former Polestar Purnell factory site in Paulton, taking these school sites to capacity. Some expansion is also planned for Peasedown St John Primary school for the Wellow Lane/Braysdown Lane development in Peasedown St John, also bring this school site up to capacity.</p> <p>If additional secondary and sixth form provision is required this is likely to be provided via the expansion of existing schools and facilities. Developer Contributions will be sought to provide additional secondary school and sixth form accommodation if there is insufficient available capacity in the school or schools that serve the development.</p>																	
<p>Cost: dependent on delivery strategy and phasing</p> <p>Approximate cost of a 210 place primary school is £5m.</p>	<p>Potential 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>	<table border="1"> <tr> <td colspan="3" data-bbox="1294 1086 2101 1121">Phasing:</td> </tr> <tr> <td data-bbox="1294 1121 1563 1157">2011/12-2015/16</td> <td data-bbox="1563 1121 1832 1157">2016/17-2020/21</td> <td data-bbox="1832 1121 2101 1157">2021/22-2025/26</td> </tr> <tr> <td data-bbox="1294 1157 1563 1220">➤ Section 106 capital until 2014</td> <td data-bbox="1563 1157 1832 1220">➤ Potential for CIL capital</td> <td data-bbox="1832 1157 2101 1220">➤ Potential for CIL capital</td> </tr> <tr> <td colspan="2" data-bbox="1294 1220 1742 1343">Relevant policy areas:</td> <td data-bbox="1742 1220 2101 1343">Lead Agencies:</td> </tr> <tr> <td colspan="2" data-bbox="1294 1289 1742 1343">Somerset Valley</td> <td data-bbox="1742 1289 2101 1343">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:	Somerset Valley		Local Education Authority; Developers/Landowners
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:															
Somerset Valley		Local Education Authority; Developers/Landowners															

MNRI.28 Midsomer Norton High Street Public Realm Improvements		Category: Public Realm		Status: Desirable
Public realm improvement to Midsomer Norton core High Street with particular attention for the area between Excelsior Terrace and The Island, and incorporating improved way-finding signage and route improvements from South Road through to the retail core.				
Cost: £2m	Potential Funding Sources:			
	<ul style="list-style-type: none"> • Developer Contributions • Revolving Infrastructure Fund/Growing Places Fund 			
Risks: Funding not forthcoming from LEP West of England				
Contingencies:				
Evidence:		Phasing:		
		2011/12-2015/16	2016/17-2020/21	2021/22-2025/26
		➤	➤	➤
		Relevant policy areas:		Lead Agencies:
		Somer Valley	B&NES; Landowner/Developers;	

MNRI.29 Community Facility at Victoria Hall, Radstock		Category: Community Facilities	Status: Desirable						
<p>Victoria Hall was built in the latter part of the 19th century. For the last 25 years the Hall had been used as a community facility and administrative base for the Town Council. The building has gradually fallen into disrepair and the hall is now vacant.</p> <p>The building is known to be in need of substantial works to bring it into repair and comply with the Public Sector Equality Duty. This includes the provision of a lift access to the first floor.</p> <p>On the week commencing 5th May 2012 the Council consulted on the potential future use of the building. Based on the results of this consultation, more detailed assessments on the feasibility of adapting the building to make it suitable for a mixed community, meeting and exhibition space, which will also offer snooker facilities will be undertaken by the Council by September 2012.</p> <p>The Council announced on 18/10/12 that they intend to invest £160,000 towards the redesign and updating of Victoria Hall.</p>									
Cost: £250,000	Potential Funding Sources: <ul style="list-style-type: none"> • Radstock Regeneration Fund • Section 106 from the Alcan development • Council's Capital Contingency Fund 								
Risks:									
Contingencies:									
Evidence: <ul style="list-style-type: none"> • Cabinet Decision: http://democracy.bathnes.gov.uk/ieDecisionDetails.aspx?id=463 • Cabinet Paper: future use of the hall: http://democracy.bathnes.gov.uk/documents/s21709/E2452%20Victoria%20Hall%20Options.pdf 		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: Somerset Valley	Lead Agencies: B&NES;						

MNRI.30 Coombend Culvert and Stream Improvements		Category: Water & Drainage		Status: Desirable
To protect from river flooding in Clandown – improvements to the culvert that collapsed during heavy rain in 2012.				
Cost: £2.1m	Potential Funding Sources:			
	<ul style="list-style-type: none"> Environment Agency Flood and Coastal Risk Programme 			
Risks: Project approved by Regional Flood and Coastal Committee and DEFRA grant in aid funding allocated by the Environment Agency Board.				
Contingencies:				
Evidence:		Phasing:		
		2011/12-2015/16	2016/17-2020/21	2021/22-2025/26
		✓		
		Relevant policy areas:	Lead Agencies:	
		Bath	Environment Agency, B&NES Council	

Keynsham

KI.1: Superseded by 'Revolving Infrastructure Fund

KI.2: 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>The sequential and exception tests for flood risk would have to be met to justify any dwellings in higher risk parts of the site.</p> <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	Potential 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		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

KI.3: Improvements to Sewerage Capacity**Category: Water & Drainage****Status: Key**

The Core Strategy includes a number of development sites within and surrounding Keynsham. Foul water disposal from these sites will require network and treatment capacity to service the additional flows generated from new residential and employment land.

Keynsham Sewage Treatment Works serves the local sewer catchment of Keynsham and surrounding areas. There is also some overlap with catchment boundaries serving Avonmouth STW to the north and Saltford STW to the east.

Previous assessments by Wessex Water identified that growth will exceed capacity at Keynsham STW during 2015-2020. There are a range of short and long term options available to provide the additional treatment capacity. The preferred option by Wessex Water has yet to be confirmed; however recent improvements by Wessex Water have enhanced available capacity.

Wessex Water undertakes a strategic review every 5 years as part of the Business Planning process. This includes a capacity review of assets and identifies a rolling programme of investment. A new business plan will be submitted to OFWAT in 2013/14 for the period 2015-2019.

A new off-site connecting sewer and pumping station is being delivered as part of the K2 scheme.

Somerdale is a major site and will require engineering appraisal to determine a satisfactory drainage strategy. The redundant factory generated significant volumes of trade effluent and there is spare capacity available subject to agreement upon the point of connection to the public sewer system.

Additional sites identified in the Green Belt around Keynsham for housing and employment would require separate systems of drainage, downstream upsizing works to critical sewers, pumping station upgrades and enhancements to capacity at Keynsham STW. A more detailed engineering appraisal is required to confirm the scope and extent of capacity improvements required which is appropriate at the site allocation and planning application stage.

Cost:

Dependent on scheme design

Potential Funding Sources:

- Wessex Water – improvements to critical sewer capacity
- On-site mains and sewers to be provided by the developer.
- Off-site connecting works delivered through requisition arrangements.

Risks: Improvements to critical sewer capacity will require approved funding and agreed schemes for capital investment. Wessex Water prepares and submits business plans to industry regulator OFWAT for approval on a 5 year cycle. Preparation for the next review period (2015 – 2019) is well underway and defined schemes for capital investment programmes have been appraised and costed. OFWAT require business plans for submission by the end of the year. Where additional investment is needed to support the above sites Wessex Water advise that planned schemes will be prioritised over this period and that the works required for the Green Belt sites are likely to advance planned capacity works at Keynsham STW.

Contingencies: Wessex Water recognises the need for growth and has confirmed that they will include appropriate measures where they are able.

Evidence:

- Single Conversation: West of England Delivery & Infrastructure Investment Plan (2010)p15
- K2 planning application Committee Report (09/04351/FUL)p13-14
- Wessex Water Statement at Core Strategy Hearing (January 2012)
- Wessex Water correspondence January 2013.

Phasing:

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

Relevant policy areas:

Keynsham

Lead Agencies:

Wessex Water;
Landowners/Developers

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	Potential Funding Sources: <ul style="list-style-type: none"> 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) 		Phasing:		
		2011/12-2015/16	2016/17-2020/21	2021/22-2025/26
		➤	➤	➤
		Relevant policy areas: <ul style="list-style-type: none"> Keynsham 	Lead Agencies: <ul style="list-style-type: none"> Developer; Environment Agency; Natural England SW Biodiversity Partnership Avon Wildlife Trust 	

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>															
<p>Cost: Not quantified</p>	<p>Potential Funding Sources: Developer Contributions.</p>	<p>SHLAA Reference: K1</p>													
<p>Risks:</p>															
<p>Contingencies: If this enabling work is not undertaken the development capacity of the site will remain constrained as per the previous Local Plan allocation.</p>															
<p>Evidence:</p> <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) 		<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"> <p>Relevant policy areas:</p> <p>Keynsham</p> </td> <td> <p>Lead Agencies:</p> <p>Landowner/Developer</p> </td> </tr> </tbody> </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>Landowner/Developer</p>
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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>Landowner/Developer</p>													

KI.6a Improvements to Keynsham Railway Station		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 and improved links between the station, Somerdale and town centre.</p> <p>The 2009 Stations Review highlighted a desire for additional car parking and cycle spaces across the National Rail network. Bidders for the Great Western franchise are being encouraged to develop proposals to enhance provision across the franchise area. The Government fully recognises the benefits cycling can bring as a low carbon and active form of transport, providing environmental and health benefits as well as helping to relieve road congestion. Provision for cyclists is important for integrated journeys and for the environmental performance of the franchise. Bidders will be encouraged to provide adequate capacity and facility for cycles parking at stations and where possible on trains. It will be for bidders, in consultation with stakeholders, to decide upon the locations of any additional secure spaces.</p>											
Cost:		Potential Funding Sources:									
		<ul style="list-style-type: none"> - Network Rail - Great Western franchisee - Developer contributions 									
Risks:											
Contingencies:											
Evidence: <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 • 2009 Stations Review: http://assets.dft.gov.uk/publications/better-rail-stations/report.pdf 			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: Keynsham		Lead Agencies: West of England Partnership; Network Rail; Train Operator(s)						

KI.6b New ramp at Keynsham Railway Station		Category: Transport	Status: Desirable
The outcome of a bid for funding from DfT for a ramp at the station has been successful.			
Cost: £415,000	Potential Funding Sources: DfT Access for all mid-tier funding		
Risks:			
Contingencies:			
Evidence: <ul style="list-style-type: none"> Access for All funding http://assets.dft.gov.uk/publications/access-for-all-mid-tier-funding/successful-bids-2011.pdf 		Phasing:	
		2011/12-2015/16	2016/17-2020/21
		✓	
		2021/22-2025/26	
		Relevant policy areas: Keynsham	Lead Agencies: DfT; Network Rail; Train Operator(s)

KI.7 New early years facility and 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 early years facility on site.</p> <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.£5,000,000	Potential 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 and primary school provision.				
Evidence: Evidence gathering for IDP(Local Education Authority) B&NES Childcare Sufficiency Report (Children's Services) for early years 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: Keynsham		Lead Agencies: 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>Potential 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>						

KL9: Keynsham District Heating Network		Category: Energy	Status: Key	
<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. As such it has been identified as one of three key district heating areas, so the draft Core Strategy's Core Policy 4 expects developers in this priority area to install district heating systems.</p>				
<p>Cost: £970,181</p>	<p>Potential Funding Sources:</p> <ul style="list-style-type: none"> • Private financing from third-party ESCOs • Developer contributions • Renewable Heat Incentive/Feed In Tariff 			
<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: Many approaches have been used throughout the UK to take advantage of economic opportunities of installing district heating on key sites such as these which have been demonstrated to be financially viable.</p>				
<p>Evidence: B&NES District Heating Study (AECOM, 2010) B&NES Renewable Energy Capacity Study (CAMCO, 2010) B&NES Sustainability Team</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.10a New Library and one stop shop		Category: Community Facilities	Status: Desirable															
<p>Keynsham Library re-provision will be secured as part of the re-development of the Town Hall site. This will include a new one-stop-shop for Council service users.</p> <p>Planning application 12/00972/REG04 includes the above infrastructure requirements.</p> <p>The new library is due to open in August 2014.</p>																		
Cost: <ul style="list-style-type: none"> Not quantified 	Potential 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 																	
Risks: <ul style="list-style-type: none"> Planning permission needs to be secured 																		
Contingencies:																		
Evidence: <ul style="list-style-type: none"> Evidence gathering for the IDP (Libraries) Keynsham Town Hall Masterplan rationale document (B&NES/NEW Masterplanning) Keynsham draft Regeneration Delivery Plan (New Masterplanning, March 2010) Keynsham regeneration project consultation: http://www.bathnes.gov.uk/environmentandplanning/majordevelopments/Pages/KeynshamRegenerationProject.aspx Planning application 12/00972/REG04 		<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">Keynsham</td> <td>B&NES</td> </tr> </table>		Phasing:			2011/12-2015/16	2016/17-2020/21	2021/22-2025/26	✓			Relevant policy areas:		Lead Agencies:	Keynsham		B&NES
Phasing:																		
2011/12-2015/16	2016/17-2020/21	2021/22-2025/26																
✓																		
Relevant policy areas:		Lead Agencies:																
Keynsham		B&NES																

KI.10b Re-provision of the Fry Club		Category: Community Facilities	Status: Desirable															
<p>The Core Strategy requires that the Fry Club is re-provided as part of the Somerdale redevelopment.</p> <p>Taylor Wimpey are developing the site and are including the re-provision of the Fry Club in their concept masterplan.</p>																		
Cost:	Potential Funding Sources: <ul style="list-style-type: none"> • Development requirement for Somerdale redevelopment to make re-provision of Fry Club • Developer contributions 																	
Risks:																		
Contingencies:																		
Evidence: <ul style="list-style-type: none"> • 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) • Taylor Wimpey Somerdale website http://www.somerdaledevelopment.com/ 		<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">Keynsham</td> <td>Fry Club organisation; Landowner/Developer (Taylor Wimpey)</td> </tr> </table>		Phasing:			2011/12-2015/16	2016/17-2020/21	2021/22-2025/26	✓			Relevant policy areas:		Lead Agencies:	Keynsham		Fry Club organisation; Landowner/Developer (Taylor Wimpey)
Phasing:																		
2011/12-2015/16	2016/17-2020/21	2021/22-2025/26																
✓																		
Relevant policy areas:		Lead Agencies:																
Keynsham		Fry Club organisation; Landowner/Developer (Taylor Wimpey)																

KI.10c New Community Facility		Category: Community Facilities	Status: Desirable						
<p>K2 community facilities will be delivered as part of that development by the developer</p> <p>In 2009 £250k of Developer Contributions were extracted from the Tesco development at St Johns Court for community facilities in the town. The Council has been running a consultation exercise inviting proposals from the local community to provide or improve community facilities. Funding will ultimately be invested in one or more projects which demonstrate best use and will have the biggest impact in Keynsham. Once a decision has been made detailed specifications for the project will be written. Monies will be allocated either by direct grant or by open tendering.</p>									
Cost: <ul style="list-style-type: none"> £250k secured, other projects still to be confirmed or outside local authority control 	Potential Funding Sources: <ul style="list-style-type: none"> Developer contributions 								
Risks:									
Contingencies:									
Evidence: <ul style="list-style-type: none"> Keynsham s106 grant: http://www.bathnes.gov.uk/communityandliving/fundingcommissioning/Pages/KeynshamSection106Grant.aspx 		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: <ul style="list-style-type: none"> Keynsham 	Lead Agencies: <ul style="list-style-type: none"> B&NES Council Successful bidders 						

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		Potential Funding Sources: Potentially could include: - 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: Keynsham			Lead Agencies:	

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>Potential 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> <tr> <td colspan="2">Relevant policy areas: Keynsham</td> <td>Lead Agencies: B&NES; Landowner/Developers; Keynsham Town Council</td> </tr> </tbody> </table>		Phasing:			2011/12-2015/16	2016/17-2020/21	2021/22-2025/26	➤	➤	➤	Relevant policy areas: Keynsham		Lead Agencies: B&NES; Landowner/Developers; Keynsham Town Council
Phasing:															
2011/12-2015/16	2016/17-2020/21	2021/22-2025/26													
➤	➤	➤													
Relevant policy areas: Keynsham		Lead Agencies: B&NES; Landowner/Developers; Keynsham Town Council													

KI.13 Improved Cycle Links (Keynsham Greenways)		Category: Transport		Status: Desirable	
<p>Improved links from Keynsham to the large number of long-distance footpaths and other adjacent recreational routes and strategic cycleways, such as National Cycle Route 4, the River Avon Trail and the Two Rivers Way. Route to be developed with Bristol City Council and South Gloucestershire Council. Sections within B&NES mostly within or affected by the Somerdale development. To include a bridge over the River Avon.</p> <p>The scheme will continue the work started as part of Bristol's Cycling City Project. Proposals for devolved major schemes funding include a Cycling Major Scheme which comprises improvements to major cycling corridors, upgrading and improving existing cycle routes, extending existing routes and providing a network of routes to serve new developments. This includes Somerdale.</p> <p>Cycling helps to reduce the ecological footprint, reducing reliance on the private car; reduces greenhouse gas emissions; improves resilience and reliability of existing infrastructure to cope with changes in climate and future demand; reducing the environmental impact of the economy, transport and development; reduces pollution; promotes a step change in public transport; contributes to reduces vehicle emissions and improvements in air quality.</p>					
Cost: £25m (West of England total)		Potential Funding Sources:			
		<ul style="list-style-type: none"> • Developer Contributions (£3-4m West of England) • Devolved Major Schemes Funding (£21m-£22m West of England) 			
Risks: Schemes which include items such as new bridges require planning and potentially land requirements.					
Contingencies: Schemes within the highway boundary require no statutory powers.					
Evidence:			Phasing:		
			2011/12-2015/16	2016/17-2020/21	2021/22-2025/26
			➤	➤	➤
			Relevant policy areas:		Lead Agencies:
Keynsham			West of England LEP; B&NES Council; Developer; Sustrans		

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> <p>The Fire Authority have identified land at Hick's Gate as the most suitable location.</p>				
Cost: not quantified	Potential 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**

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:

- 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

See also DWI.2a

Cost: not quantified

Potential Funding Sources:

- Private sector/waste industry led
- Partnership developments
- Green Investment Bank

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>

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 and the urban extension locations east and south of Keynsham, 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 pupils generated by development within the Broadlands School catchment area should be able to take up existing capacity within this school which currently has a high number of 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. If additional secondary school places were to be required via the extension of existing schools, the Council would have to reach agreement with the individual Academies before this could go ahead.</p> <p>It is not anticipated that a new secondary school site will be required.</p>					
<p>Cost: dependent on delivery strategy and phasing</p> <p>Approximate cost of a 210 place primary school is £5m.</p>		<p>Potential Funding Sources:</p> <p>Developer contributions</p> <p>The extension of Castle Primary School has been 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>			<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>Keynsham</p>		<p>Lead Agencies:</p> <p>Local Education Authority; Landowners/Developers</p>

KI.17 Highways infrastructure associated with the Town Hall site

Category: Transport

Status: Key

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.

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:

- 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)

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

Cost: not quantified

Potential 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>

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

KI.18 New 6 court sports hall at Wellsway School**Category: Education****Status: Desirable**

Development is on programme. Planning Application approved November 2011. Contractor interviews took place at the school 29th September 2011. Scoring has taken place and Council now in a position to formally identify the preferred contractor.

Cost: £2,747,000**Potential Funding Sources:**

B&NES Council

Risks:**Contingencies:****Evidence:****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.19 Relocation of waste transfer station to Pixash Lane		Category: Waste		Status: Key			
Waste compaction and transfer will relocate from the Midland Road Depot in Bath to Pixash Lane in Keynsham. The land has been purchased.							
Cost: £7,200,000		Potential Funding Sources: B&NES Council					
Risks: <ul style="list-style-type: none"> No funding currently allocated for the development 							
Contingencies:							
Evidence: <ul style="list-style-type: none"> IDP evidence gathering (B&NES Waste Services) 		Phasing:					
		2011/12-2015/16		2016/17-2020/21		2021/22-2025/26	
				✓			
		Relevant policy areas: Bath			Lead Agencies: B&NES Council;		

KI.20a Educational Infrastructure for East of Keynsham Urban Extension

Category: Education

Status: Key

The Core Strategy allocation of 250 dwellings for the area will yield c.80 primary, 30 secondary and 10 sixth form places.

A new 210 place primary school on the development site will be required unless an alternative solution can be found and agreed with the Education Authority.

It may be possible to expand Chandag Infant and Junior schools to a total of 525 places.

It may be possible to expand Saltford primary school to a 630 place school

If either of these solutions is taken forward the development will be required to contribute to the expansion.

Secondary school pupils would serve to displace residents in the Broadlands catchment who go to Wellsway secondary school who would then add to the additional numbers going to Broadlands. Broadlands can accommodate extra pupils.

Cost: dependent on delivery strategy and phasing

Potential Funding Sources:

Approximate cost of a 210 place primary school is c.£5,000,000

Developer contributions

Risks:

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.

Evidence:

Evidence gathering for IDP(Local Education Authority)

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; Developers/Landowners

KI.20b Transport Infrastructure for East of Keynsham Urban Extension

Category: Transport

Status: Key

Various highways requirements have been identified for this area including:

- Enhancement of facilities for pedestrians/cyclists crossing the A4
- Enhancements for pedestrians/cyclists accessing Keynsham Town Centre, Chandag Local Centre, Salford Local Centre, Keynsham rail station and the adjacent schools
- Footpath and cycle lanes to be provided within the site with strategic routes to encourage travel by foot and cycle particularly to Keynsham Town Centre (with public rights of way running through site improved and linked as part of this)
- Bus routes to be provided within the development to serve the site. Connections to the existing bus stops adjacent to site should be provided. Keynsham Town Centre, local facilities and services, Bristol and Bath must be accessible from the site by public transport.
- A new junction required onto the A4, probably in the form of a signalised junction.
- Improvements may be required at the Wellsway/Bath Road/Bath Hill junction and junctions on Bath Hill and High Street which are all currently mini-roundabouts
- Demand management/sustainable transport measures on the A4 through Salford may provide the most cost effective means of managing traffic
- Demand management measures in Keynsham town centre
- Safeguarding of a route for a potential Salford bypass (RI.13) if required and any crossing or junction opportunities
- Provision of a robust travel plan which provides the appropriate infrastructure, services and information for people to encourage modal shift to sustainable modes.

Any development north of the railway line would require demonstration that safe, appropriate and satisfactory access can be gained to the site. This would necessitate either improvements to the Grade II listed over-bridge at Pixash Lane or provision of a new bridge over the railway line, with the under-bridge at Broadmead Lane serving as a secondary access for emergency purposes. Pedestrian/cycle Links should also be made to the public right of way network at the Grade II listed Clay Lane Bridge to form a link from the area north to the Bristol-Bath cycle path.

Cost: Not quantified

Potential Funding Sources: Developer contributions

Risks:

Contingencies:

Evidence:

Arup Transport Evaluation (2013)

Phasing:		
2011/12-2015/16	2016/17-2020/21	2021/22-2025/26
>	>	>
Relevant policy areas:		Lead Agencies:
Keynsham		Developers/Landowners; Network Rail; B&NES

KI.20c Green infrastructure at East of Keynsham Urban Extension (including ecology)		Category: Green Infrastructure	Status: Key						
<p>Must comply with the Green Infrastructure Strategy by ensuring that the principles of GI and related benefits are embedded in the development</p> <p>Provide for green space (informal, formal and allotments) as part of a comprehensive Green Infrastructure Strategy for the location.</p> <p>Mitigation of landscape impact by extending the community woodland to the south and providing additional structure planting and improving hedgerows. Species rich hedgerows, ponds, ditches and trees should be retained and enhanced, and habitat suitable for the population of skylarks provided.</p> <p>Maintain a landscape buffer between Keynsham and Saltford</p> <p>Provision for Public Rights of Way</p> <p>Should incorporate Sustainable Urban Drainage Systems</p>									
Cost: Not quantified	Potential Funding Sources: Developer contributions	SHLAA Reference:							
Risks:									
Contingencies:									
Evidence: <ul style="list-style-type: none"> B&NES Council Report (Feb 2013) http://democracy.bathnes.gov.uk/documents/s24562/Core%20Strategy%20Annex%201.pdf 		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: Keynsham	Lead Agencies: Developer						

KL.20d Water Drainage at East of Keynsham Urban Extension

Category: Water & Drainage

Status: Key

All watercourses running through the area should remain open and will need to be incorporated into development proposals. Mitigation of poor drainage south of World's End Lane is required. A substantial watercourse corridor is required surrounding Broadmead Brook and subsidiary ditches and requires significant attenuation to provide for surface water run-off to restrict flows before discharge.

Cost: Not quantified

Potential Funding Sources:
Developer contributions

SHLAA Reference:

Risks:

Contingencies:

Evidence:

- B&NES Council Report (Feb 2013)
<http://democracy.bathnes.gov.uk/documents/s24562/Core%20Strategy%20Annex%201.pdf>

Phasing:

2011/12-2015/16	2016/17-2020/21	2021/22-2025/26
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Relevant policy areas:

Keynsham

Lead Agencies:

Developer

KI.20e Sewage infrastructure requirements at East of Keynsham Urban Extension		Category: Water & Drainage	Status: Key
New water mains and sewer site connections required, including separate systems of drainage and downstream sewer improvements to critical sewers.			
Cost: Not quantified	Potential Funding Sources: Developer contributions		SHLAA Reference:
Risks:			
Contingencies:			
Evidence: <ul style="list-style-type: none"> B&NES Council Report (Feb 2013) http://democracy.bathnes.gov.uk/documents/s24562/Core%20Strategy%20Annex%201.pdf 		Phasing:	
		2011/12-2015/16	2016/17-2020/21
		>	>
		2021/22-2025/26	>
		Relevant policy areas:	Lead Agencies:
		Keynsham	Developer; Wessex Water; Bristol Water

KI.21a Educational Infrastructure for South of Keynsham Urban Extension

Category: Education

Status: Key

The Core Strategy allocation of 200 dwellings for the area will require a new 210 place primary school on the development site unless an alternative solution can be found and agreed with the Education Authority.

It may be possible to expand St Kenya primary school to a 315 place school. If this solution is taken forward the development will be required to contribute to the expansion.

Secondary school pupils would be able to be accommodated at Broadlands secondary school.

Cost: dependent on delivery strategy and phasing

Approximate cost of a 210 place primary school is c.£5,000,000

Potential Funding Sources:

Developer contributions shouldered

Risks:

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.

Evidence:

Evidence gathering for IDP(Local Education Authority)

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:
Bath		Local Education Authority; Developers/Landowners

KI.21b Transport Infrastructure for South of Keynsham Urban Extension

Category: Transport

Status: Key

Various highways requirements have been identified for this area including:

- The Public Right of Way routes that converge at the site should be linked to provide benefits to the wider area.
- New junction onto Charlton Road would be the most likely principle means of access potentially taking the form of a signalised junction. This could be combined with a new link road from Charlton Road to Parkhouse Lane as per Arup 'option 1'. The widening of Parkhouse Lane could also be sought.
- Vehicular access to be provided from the site to both of the K2 sites. K2b should be provided with a second vehicular access which connects with this site which also gives a means for vehicles from K2b to access Charlton Road through this site without having to travel through Park Road.
- Pedestrian/cycle connections to K2 sites and current/new local facilities should be maximised with provision for new public rights of way within the site
- Provision of a frequent bus service into the site and convenient bus stops throughout the site. New stops are required on Charlton Road to connect the site to services 338 and 349. Keynsham Town Centre, the railway station, local facilities and services, Bristol and Bath must be accessible by public transport.
- Local junctions along Charlton Road towards the town centre may need improvement to facilitate sufficient access to/from side roads.
- St Ladoc Road/Charlton Road junction may need to be signalised to improve capacity from the minor arm. The St Ladoc Road/A4175 Bristol Road mini-roundabout may also require signalisation to improve traffic flow.
- Road improvements to improve access from the location to the A37
- Demand management/sustainable transport measures may provide the most cost effective means of managing the congestion on the A4 through Saltford
- Demand management in Keynsham town centre
- Replacement of mini-roundabouts with signal controlled junctions on routes into Keynsham may be required to provide additional capacity or manage queues. Such measures could also incorporate additional pedestrian crossing facilities.
- Provision of a robust travel plan which provides the appropriate infrastructure, services and information for people to encourage modal shift to sustainable modes.

Cost: Not quantified

Potential Funding Sources: Developer contributions

Risks:

Contingencies:

Evidence:

Arup Transport Evaluation (2013)

Phasing:		
2011/12-2015/16	2016/17-2020/21	2021/22-2025/26
➤	➤	➤
Relevant policy areas: Keynsham		Lead Agencies: Developers/Landowners; B&NES

KI.21c Green infrastructure at South of Keynsham Urban Extension (including ecology)	Category: Green Infrastructure	Status: Key
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Must comply with the Green Infrastructure Strategy by ensuring that the principles of GI and related benefits are embedded in the development

Provide for green space (informal, formal and allotments) and include an extension to the community woodland which is located immediately to the north.

Protection and enhancement of hedgerows throughout the site, especially the hedgerow along Parkhouse Lane which is of ecological importance. Maintain and enhance the hedgerows on the perimeter of the site to frame residential development. The inner hedgerows should be maintained and enhanced to provide an opportunity to subdivide the sites into development parcels and create green infrastructure corridors.

Provide improved habitat connectivity, through the retention and enhancement of existing high valued habitat, and well integrated provision of green space (informal, formal and natural)

Mitigation of any impact on bat foraging habitat and commuting routes

Provision for Public Rights of Way

Should incorporate Sustainable Urban Drainage Systems

Cost: Not quantified	Potential Funding Sources: Developer contributions	SHLAA Reference:
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Risks:

Contingencies:

Evidence: <ul style="list-style-type: none"> • B&NES Council Report (Feb 2013) http://democracy.bathnes.gov.uk/documents/s24562/Core%20Strategy%20Annex%201.pdf 	Phasing:		
	2011/12-2015/16	2016/17-2020/21	2021/22-2025/26
	➤	➤	➤
	Relevant policy areas: Keynsham		Lead Agencies: Developer

KI.21d Pluvial/Surface Water Flood mitigation at South of Keynsham Urban Extension		Category: Water & Drainage	Status: Key
Pluvial flood risk to be mitigated through layout design and implementation of SUDS			
Cost: Not quantified	Potential Funding Sources: Developer contributions		SHLAA Reference:
Risks:			
Contingencies:			
Evidence: <ul style="list-style-type: none"> B&NES Council Report (Feb 2013) http://democracy.bathnes.gov.uk/documents/s24562/Core%20Strategy%20Annex%201.pdf 		Phasing:	
		2011/12-2015/16	2016/17-2020/21
		>	>
		2021/22-2025/26	>
		Relevant policy areas:	Lead Agencies:
		Keynsham	Developer

KI.21e Sewage infrastructure requirements at South of Keynsham Urban Extension		Category: Water & Drainage	Status: Key
New water mains and sewer connections required, including downstream upsizing works and pumping station upgrade.			
Cost: Not quantified	Potential Funding Sources: Developer contributions		SHLAA Reference:
Risks:			
Contingencies:			
Evidence: <ul style="list-style-type: none"> B&NES Council Report (Feb 2013) http://democracy.bathnes.gov.uk/documents/s24562/Core%20Strategy%20Annex%201.pdf 		Phasing:	
		2011/12-2015/16	2016/17-2020/21
		>	>
		2021/22-2025/26	>
		Relevant policy areas:	Lead Agencies:
		Keynsham	Developer; Wessex Water; Bristol Water

Rural

RI.1 Paulton Library		Category: Community Facilities	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. The library will be managed in partnership with the community.</p>									
<p>Cost:</p> <ul style="list-style-type: none"> £300,000 capital and expenditure cost 	<p>Potential Funding Sources:</p> <ul style="list-style-type: none"> B&NES Council Capital Programme 								
<p>Risks: The funding allocated from the Council Capital Programme does not cover the total project costs. To date there is a gap in funding currently approx. £50K</p>									
<p>Contingencies:</p>									
<p>Evidence:</p> <ul style="list-style-type: none"> Evidence gathering for the IDP (Libraries) Library 3 Year Service Plan: http://democracy.bathnes.gov.uk/documents/s16349/E2380%20Library%20Plan%202012-15.pdf 		<p>Phasing:</p> <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							
✓									
		<p>Relevant policy areas:</p> <ul style="list-style-type: none"> Rural Areas Somer Valley 	<p>Lead Agencies:</p> <ul style="list-style-type: none"> B&NES Council B&NES LSP 						

RI.2 New GP surgery at Chew Stoke		Category: Health	Status: Complete
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 Harptree and Nempnett Thrubwell.			
Cost: £3m	Potential Funding Sources:		
Risks: Complete			
Contingencies:			
Evidence: Practice website: http://www.chewmedicalpractice.co.uk/new_surgery.htm		Phasing:	
		2011/12-2015/16	2016/17-2020/21
		✓	
		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	Potential 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	
<p>The £2.15 million project replaced two temporary buildings and provided a new assembly hall and two classrooms. Completed October 2011.</p> <p>The British Council for School Environments (BCSE) declared the project as Winner of the Badge in Excellence in Community Involvement and Highly Commended for Excellence in Design for Teaching and Learning: Small Projects (Primary). It was also the Winner of the South West Royal Institute of Chartered Surveyors Community Benefit category and Winner of the West of England Local Authority Building Control Building Excellence award.</p>				
Cost: £2.15m	Potential Funding Sources: Government Primary Capital Programme			
Risks:				
Contingencies:				
Evidence: B&NES education website: http://www.bathnes.gov.uk/environmentandplanning/majordevelopments/primarycapitalprogramme/Pages/BatheastonPrimarySchool.aspx		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	Potential 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		Phasing:		
		2011/12-2015/16	2016/17-2020/21	2021/22-2025/26
		➤	➤	➤
		Relevant policy areas: Rural Areas		Lead Agencies: 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:		Potential Funding Sources:				
Risks:						
Contingencies:						
Evidence: <ul style="list-style-type: none"> • B&NES Local Plan • Joint Local Transport Plan 3 			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												
<p>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 which will relieve the effect of through traffic on Whitchurch village by bypassing the village on the eastern side. The policy safeguards the land required for the bypass. Some sections are within Bristol City Council and are protected within their Local Plan saved policies and Core Strategy. The B&NES draft Core Strategy identifies the need to retain protection for the land required for the Whitchurch bypass.</p>														
<p>The bypass is identified in JLTP3 as a 'further scheme to develop through the life of the JLTP3' and is contained within Box 11a as 'Plans and Aspirations for other Significant Transport Schemes'. The scheme is assessed under the assumption that a single carriageway road will be developed. The scheme has been assessed by the West of England Joint Transport Executive Committee as affordable and deliverable through devolved major schemes initial assessment criteria and forms part of the West of England short list.</p>														
<p>The Greater Bristol Strategic Transport Study identified the scheme as providing local relief to the highway network rather than having a strategic effect. The study also concludes that the bypass would achieve a reasonable economic performance. The A37 South Bristol Park & Ride and Whitchurch bypass study (October 2004) concluded that the bypass would have an overall positive effect on air quality and noise although landscape and townscape would suffer.</p>														
<p>The effect of the South Bristol Link connecting the A370 to the A8 and finally to Hengrove Way in South Bristol is likely to reinforce the need for a bypass of the village centre at Whitchurch.</p>														
<p>Cost: £20,000,000 (2016 prices)</p>	<p>Potential Funding Sources:</p> <ul style="list-style-type: none"> • DfT/Devolved major scheme funding 													
<p>Risks: The 2004 report included an initial design and traffic forecasting report. However, this work needs to be reviewed and updated with more up to date information. No business case has yet to be developed. Various Orders under the Highways Act will be required.</p>														
<p>Contingencies:</p>														
<p>Evidence:</p> <ul style="list-style-type: none"> • IDP evidence gathering (B&NES Transport) • WoE LEP • B&NES Local Plan & Bristol Local Plan saved policies • West of England Joint Transport Executive Committee (June 2012): Transport Major Schemes 2015 Onwards: http://www.westofengland.org/media/247108/item%2010%20-%20itec%20devolved%20major%20schemes%2019%20june%2012.pdf • GBSTS • A37 South Bristol Park & Ride and Whitchurch bypass study (October 2004) 	<table border="1"> <thead> <tr> <th colspan="3" data-bbox="1294 1043 2101 1078">Phasing:</th> </tr> <tr> <th data-bbox="1294 1078 1559 1114">2011/12-2015/16</th> <th data-bbox="1559 1078 1823 1114">2016/17-2020/21</th> <th data-bbox="1823 1078 2101 1114">2021/22-2025/26</th> </tr> </thead> <tbody> <tr> <td data-bbox="1294 1114 1559 1145">➤</td> <td data-bbox="1559 1114 1823 1145">➤</td> <td data-bbox="1823 1114 2101 1145">➤</td> </tr> <tr> <td colspan="2" data-bbox="1294 1145 1742 1356"> <p>Relevant policy areas:</p> <ul style="list-style-type: none"> • Rural Areas </td> <td data-bbox="1742 1145 2101 1356"> <p>Lead Agencies:</p> <ul style="list-style-type: none"> • Highways Agency • B&NES Council • DfT </td> </tr> </tbody> </table>		Phasing:			2011/12-2015/16	2016/17-2020/21	2021/22-2025/26	➤	➤	➤	<p>Relevant policy areas:</p> <ul style="list-style-type: none"> • Rural Areas 		<p>Lead Agencies:</p> <ul style="list-style-type: none"> • Highways Agency • B&NES Council • DfT
Phasing:														
2011/12-2015/16	2016/17-2020/21	2021/22-2025/26												
➤	➤	➤												
<p>Relevant policy areas:</p> <ul style="list-style-type: none"> • Rural Areas 		<p>Lead Agencies:</p> <ul style="list-style-type: none"> • Highways Agency • B&NES Council • DfT 												

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.	Potential 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: Rural Areas	Lead Agencies: 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.	Potential Funding Sources: Developer contributions	SHLAA Reference: FAR 1										
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: Rural Areas	Lead Agencies: Local Highway Authority; Developers/Landowners									

RI.10 Additional Early Years, Primary & Secondary Education capacity in the Rural Areas	Category: Education	Status: Key
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The need for provision for early years is informed by the *B&NES Childcare Sufficiency Report*. In the 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.

In the rural areas there is considered to be greater scope for most 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 which is also intended to be spread throughout various village centres across the area and not concentrated in one place and the greater potential for extension or expansion of existing facilities.

Some rural school sites do not lend themselves to expansion as they are on constrained sites and development in these areas could be an issue. Batheaston primary school is not suitable to take any expansion.

It is not anticipated that any new schools will be required.

If additional secondary and sixth form provision is required this is likely to be provided via the expansion of existing schools and facilities. Developer Contributions will be sought to provide additional secondary school and sixth form accommodation if there is insufficient available capacity in the school or schools that serve the development.

Cost: dependent on delivery strategy and phasing	Potential Funding Sources:
Approximate cost of a 210 place primary school is £5m.	Developer contributions

Risks: Changes in government policy could change the way in which education is delivered.

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.

Evidence: 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	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: Rural areas		Lead Agencies: Local Education Authority; Developers/Landowners

RI.11 Redevelopment of Paulton Hospital		Category: Health		Status: Desirable	
The PCT would like to redevelop the Paulton Hospital site subject to capital availability. Any redevelopment would consider all services currently provided in the locality and the potential to co locate and transfer more services from a secondary care setting.					
Cost: £8m		Potential Funding Sources: Strategic Health Authority			
Risks:					
Contingencies:					
Evidence: NHS B&NES Estates Strategy 2009-2015			Phasing:		
			2011/12-2015/16	2016/17-2020/21	2021/22-2025/26
			➤	➤	➤
			Relevant policy areas: Rural Areas		Lead Agencies: B&NES PCT Strategic Health Authority

RI.12 Step free access to Freshford Station		Category: Transport		Status: Desirable	
Step free access is required for the Westbury bound platform					
Cost:		Potential Funding Sources:			
Risks:					
Contingencies:					
Evidence: <ul style="list-style-type: none"> West of England Joint Transport Executive Committee 			Phasing:		
			2011/12-2015/16	2016/17-2020/21	2021/22-2025/26
			➤	➤	➤
			Relevant policy areas:		Lead Agencies:
Rural Areas					

RI.13 A4 Salford Bypass		Category: Transport	Status: Desirable						
<p>The Salford Parish Plan states that the wish of the majority (70%) of Salford households is for the village to be bypassed. The bypass is included in the Joint Local Transport Plan 3 as a possible scheme to be implemented post 2026. The draft Core Strategy recognises the need for studies to further assess the bypass.</p> <p>Atkins undertook a series of strategic intervention tests as part of the transport modelling work to support preparation of the B&NES Core Strategy if a situation arose where urban extensions were necessary. Salford bypass was shortlisted for testing and was shown to be effective at improving network speeds and reducing delay in the locality. Four options were considered and the estimated cost varied between £12m and £19.5m. These estimates omitted certain costs which would inevitably add to the total cost.</p> <p>The previous Greater Bristol Strategic Transport Study (GBSTS) by Atkins developed a series of transport strategies for the Greater Bristol sub-region. A number of schemes were examined but not included in the final GBSTS strategy such as the proposed Salford bypass.</p> <p>Atkins concluded that the scheme would carry enough traffic to justify a single carriageway road, but due to the high construction costs did not produce an effective economic performance to be included in the GBSTS. The scheme would relieve the congestion from traffic passing through the village.</p>									
Cost: £19,500,000	Potential Funding Sources:								
	<ul style="list-style-type: none"> DfT 								
Risks:									
Contingencies:									
Evidence:		Phasing:							
<ul style="list-style-type: none"> JLTP3 Greater Bristol Strategic Transport Study (Atkins): http://www.westofengland.org/media/190063/gbsts%20final%20report%20exec%20summary.pdf Salford Parish Plan (2010): http://www.salfordparishcouncil.gov.uk/Core/Salford-PC/UserFiles/Files/Salford-Parish-Plan-v8.pdf Core Strategy Information Paper 4 (January 2011): http://www.bathnes.gov.uk/SiteCollectionDocuments/Environment%20and%20Planning/Planning/planning%20policy/Core%20Strategy%20Transport%20Modelling%20Technical%20Note.pdf 		<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:	Lead Agencies:						
		Rural Areas	DfT, Highways Agency, B&NES Council						

RI.14a Educational Infrastructure for Whitchurch Urban Extension

Category: Education

Status: Key

The Core Strategy allocation of 200 dwellings will require a new on-site 210 place primary school unless an alternative solution can be found.

Cost: dependent on delivery strategy and phasing

Approximate cost of a 210 place primary school is c.£5,000,000

Potential Funding Sources:

Developer contributions

Risks:

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.

Evidence:

Evidence gathering for IDP(Local Education Authority)

Phasing:

2011/12-2015/16

➤ Section 106 capital until 2014

2016/17-2020/21

➤ Potential for CIL capital

2021/22-2025/26

➤ Potential for CIL capital

Relevant policy areas:

Rural areas

Lead Agencies:

Local Education Authority;
Developers/Landowners

RI.14b Green infrastructure at Whitchurch Urban Extension (including ecology)		Category: Green Infrastructure		Status: Key		
<p>Must comply with the Green Infrastructure Strategy by ensuring that the principles of GI and related benefits are embedded in the development, including incorporation of the North-South Greenway as identified in the GI Strategy</p> <p>Provide for green space (informal, formal and allotments) as part of a comprehensive Green Infrastructure Strategy for the location.</p> <p>Mitigation of landscape impact by providing additional structure planting and improving hedgerows.</p> <p>Provision for Public Rights of Way</p> <p>Should incorporate Sustainable Urban Drainage Systems</p>						
Cost: Not quantified		Potential Funding Sources: Developer contributions		SHLAA Reference:		
Risks:						
Contingencies:						
Evidence: <ul style="list-style-type: none"> B&NES Council Report (Feb 2013) http://democracy.bathnes.gov.uk/documents/s24562/Core%20Strategy%20Annex%201.pdf 			Phasing:			
			2011/12-2015/16	2016/17-2020/21	2021/22-2025/26	
			➤	➤	➤	
			Relevant policy areas:		Lead Agencies:	
			Rural areas		Developer	

RI.14c Transport Infrastructure for Whitchurch Urban Extension		Category: Transport	Status: Key						
<p>Ensure public transport accessibility</p> <p>Ensure good pedestrian and cycle access</p>									
Cost: Not quantified	Potential Funding Sources: Developer contributions		SHLAA Reference:						
Risks:									
Contingencies:									
Evidence:		Phasing:							
<ul style="list-style-type: none"> B&NES Council Report (Feb 2013) http://democracy.bathnes.gov.uk/documents/s24562/Core%20Strategy%20Annex%201.pdf 		<table border="1"> <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>	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: Rural areas	Lead Agencies: Developer						

Appendix: 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

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

Summary of 2012 engagement with Infrastructure Providers

During 2012 the IDP was updated to support the introduction of the B&NES Community Infrastructure Levy. A number of one to one sessions were held with the following stakeholders:

- Transport, B&NES
- Affordable Housing, B&NES
- Waste Services, B&NES
- Libraries, B&NES
- Economic Development, B&NES
- Corporate Sustainability, B&NES
- Education, B&NES
- Environment Team, B&NES
- Design and Projects Team (flooding and drainage), B&NES
- Development & Regeneration, B&NES
- B&NES PCT

Summary of 2013 engagement with Infrastructure Providers

During 2013 the IDP was updated to support the revisions made to the Core Strategy. Comments were received from the following stakeholders:

- Bristol Water
- Corporate Sustainability, B&NES
- Development & Regeneration, B&NES
- Education, B&NES
- Library Services, B&NES
- NHS B&NES
- Royal United Hospital Bath NHS Trust
- Transport, B&NES
- Waste Services, B&NES
- Wessex Water