INFRASTRUCTURE DELIVERY PROGRAMME

January 2016

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

Category	IDP Reference	Item	Status	Estimated Cost	Phasing			Policy Area
					2014/15-2018/19	2019/20-2023/24	2024/25-2028/29	
Affordable Housing	DWI.1	Affordable Housing Provision	Key	Not quantified	➢	➢	➢	District Wide
Energy	DWI.5	Power Generation & Distribution	Key	Not quantified	➢	➢	➢	District Wide
	DWI.6	Gas Supply	Key	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 substation at Bath Western Riverside	Key	Not quantified			✓	Bath
	BI.7	Bath Centre District Heating Network	Desirable	£5,010,224	➢	➢	➢	Bath
	BI.8	Bath Enterprise Area District Heating Network	Key	£5,448,996	➢	➢	➢	Bath
	BI.9d	Gas infrastructure at MOD Foxhill site	Key			➢	➢	Bath
	BI.23	New on-site primary substation at Bath University	Key	Not quantified	➢	➢	➢	Bath
	BI.27c	Gas infrastructure at MOD Ensleigh	Key	Not quantified		➢	➢	Bath

Category	IDP Reference	Item	Status	Estimated Cost	Phasing			Policy Area
					2014/15-2018/19	2019/20-2023/24	2024/25-2028/29	
		site						
	BI.28b	Gas infrastructure at MOD Warminster Road site	Key	Not quantified		✓		Bath
	KI.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
	BI.3a	New early years facility and Primary School at Bath Western Riverside (Crest Nicholson)	Key	c. £4,200,000		✓		Bath
	BI.9a	New early years facility and primary school at MOD Foxhill site	Key	c. £4,200,000		➢	➢	Bath
	BI.21	New primary school and early years facility at Bath Western Riverside (BWR Other)	Key	c. £4,200,000	➢	➢	➢	Bath
	BI.27b	New primary school at MOD Ensleigh site (and other educational requirements)	Key	c. £4,200,000	➢	➢	➢	Bath
	BI.28c	Expansion of Bathwick St. Mary C of E Primary School for Central and River Corridor and MoD Warminster Road	Key	c.£2,500,000	➢	➢	➢	Bath
	BI.41a	Expansion of St. Martin's Garden Primary School for Odd Down Urban Extension	Key	c.£2,500,000	➢	➢	➢	Bath
	BI.43	Weston All Saints CofE Primary School expansion	Key	£1,800,000	✓			Bath
	BI.44	St Saviours CofE Primary School	Key	£1,800,000	✓			Bath

Category	IDP Reference	Item	Status	Estimated Cost	Phasing			Policy Area
					2014/15-2018/19	2019/20-2023/24	2024/25-2028/29	
		expansion						
	BI.45	Oldfield Park Junior school	Key	£300,000	✓			Bath
	BI.46	Moorland Infant and Junior schools	Key	c.£2,500,000	✓			Bath
	BI.47	Construction Skills Academy	Desirable	£10,000,000	➢	➢	➢	Bath
	BI.51	Roundhill Primary School	Desirable	Not quantified	➢	➢	➢	Bath
	MNRI.27	Additional Early Years, Primary & Secondary Education capacity in Midsomer Norton	Key	£4,000,000	➢	➢	➢	Somer Valley
	MNRI.31	Additional Early Years, Primary & Secondary Education capacity in Radstock	Key	£2,500,000	➢	✓		Somer Valley
	MNRI.32	Additional Early Years, Primary & Secondary Education capacity in Paulton	Key	£2,215,000	➢	➢	➢	Somer Valley
	KI.7	New early years facility and primary school at Somerdale	Key	c. £4,200,000	➢	✓		Keynsham
	KI.16	Additional Early Years, Primary & Secondary Education capacity in Keynsham	Key	£2,500,000	➢	➢	➢	Keynsham
	KI.20a	Educational Infrastructure for East of Keynsham and Keynsham SW Urban Extensions New Primary school on Keynsham East site	Key	c. £4,200,000	➢	➢	➢	Keynsham
	KI.22	Castle Primary School Expansion	Key	£990,000	➢	➢	➢	Keynsham
	KI.24	St. John's C of E Primary School	Desirable	Not quantified	➢	➢	➢	Keynsham
	KI.25	IKB Studio School	Desirable	£3,400,000	➢	✓		Keynsham
	RI.10	Additional Early Years, Primary & Secondary Education capacity in the Rural Areas at Bishop Sutton and Farmborough	Key	£2,500,000	➢	➢	➢	Rural areas

Category	IDP Reference	Item	Status	Estimated Cost	Phasing			Policy Area
					2014/15-2018/19	2019/20-2023/24	2024/25-2028/29	
	RI.14a	Educational Infrastructure for Whitchurch Urban Extension: expansion of Whitchurch Primary school	Key	c. £800,000	➤	➤	➤	Rural areas
	RI.15	Saltford C of E Primary school expansion	Key	£750,000	✓			Rural areas
	RI.16	Bathampton Primary School	Desirable	Not quantified	➤	➤	➤	Rural areas
	RI.17	Chew Magna Primary School	Desirable	Not quantified	➤	➤	➤	Rural areas
Health	DWI.4	Acute Care: RUH North Redevelopment	Key	£27,000,000	➤	➤	✓	District Wide
	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
	KI.33	New GP surgery at Somerdale	Desirable	£1,500,000	➤	✓		Keynsham
	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 Bath Public Recycling Centre Facility	Key	£3,500,000	➤	✓		Bath
	BI.13	Former Fuller's Earth Works Residual Waste Treatment Site	Key	Not quantified	➤	➤	➤	Bath
	KI.15	Broadmead Lane Residual Waste Management Site	Key	Not quantified	➤	➤	➤	Keynsham
	KI.19	Relocation of waste and recycling operations to Pixash Lane	Key	£12,200,000	➤	✓		Keynsham
Water & Drainage	DWI.7	District Wide Water Supply	Key	£289,000,000	➤	➤	➤	District Wide
	DWI.7a	River Avon to Chew pump assisted	Desirable	£92,000,000			➤	District Wide

Category	IDP Reference	Item	Status	Estimated Cost	Phasing			Policy Area
					2014/15-2018/19	2019/20-2023/24	2024/25-2028/29	
		recharge						
	DWI.8	Waste Water	Key	Not quantified	➤	➤	➤	District Wide
	DWI.39	Flood Risk and Drainage	Key	Not quantified	➤	➤	➤	District Wide
	BI.2	Bath Quays Waterside	Key	£6,200,000	➤	✓		Bath
	BI.9e	Water infrastructure at MOD Foxhill site	Key	Not quantified		➤	➤	Bath
	BI.40	Weston Catchment Flood Alleviation Scheme	Key	£1,900,000	➤	➤	➤	Bath
	BI.41e	Sewage infrastructure requirements at Odd Down Urban Extension	Key	Not quantified	➤	➤	➤	Bath
	BI.48	Pulteney Weir / Decommissioning of Radial Gate	Key	£5,800,000	➤	✓		Bath
	MNRI.9	Improvement to off site sewerage & to Radstock Sewage treatment works	Desirable	c.£1,000,000	➤	➤	➤	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
	RI.14d	Sewage infrastructure requirements	Key	Not quantified	➤	➤	➤	Rural Areas

Category	IDP Reference	Item	Status	Estimated Cost	Phasing			Policy Area
					2014/15-2018/19	2019/20-2023/24	2024/25-2028/29	
		at Whitchurch Urban Extension						
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 / Cattlemarket site	Key	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.27e	Replacement of sports pitches at MOD Ensleigh site	Key	Not quantified		➤	✓	Bath
	BI.33	Walcot Riverside Walk	Desirable	£180,000	➤	➤	➤	Bath
	BI.41c	Green infrastructure at Odd Down Urban Extension (including ecology)	Key	Not quantified	➤	➤	➤	Bath
	BI.56	Kennet & Avon Canal resurfacing works Bathwick - Bathampton	Desirable	£655,000	➤	✓		Bath
	MNRI.6	Midsomer Norton Town Park	Key	Not quantified	➤	➤	➤	Somer Valley
	MNRI.35a	Former Welton Manufacturing Site: Green Infrastructure	Key	Not quantified	➤	➤	➤	Somer Valley

Category	IDP Reference	Item	Status	Estimated Cost	Phasing			Policy Area
					2014/15-2018/19	2019/20-2023/24	2024/25-2028/29	
	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
	RI.20	Stowey Sutton Allotments	Desirable	Not quantified	➢	➢	➢	Rural areas
Transport	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.30b	LSTF Extension to 2015/16	Key	£643,000	✓			District Wide
	DWI.38a	MetroWest Rail Project Phase 1: Bath Spa to Severn Beach or Portishead hourly service including new turnback facility at Bathampton	Key	£2,760,000	➢	✓		District Wide
	DWI.38b	MetroWest Rail Project New Stations Package: new station at Saltford	Desirable	£5,500,000		➢	✓	District Wide
	BI.3d	New vehicular bridge across the River Avon (Destructor Bridge)	Key	£3,200,000		✓		Bath
	BI.3e	New pedestrian bridge across the River Avon at Western Riverside	Desirable	£1,500,000			✓	Bath

Category	IDP Reference	Item	Status	Estimated Cost	Phasing			Policy Area
					2014/15-2018/19	2019/20-2023/24	2024/25-2028/29	
	BI.3k	Windsor Bridge Road Improvements	Desirable	£170,000	✓			Bath
	BI.3l	Re-routing Pinesway gyratory	Desirable	Not quantified	➢	➢	➢	Bath
	BI.9b	Highways infrastructure associated with MOD Foxhill site	Key	Not quantified		➢	➢	Bath
	BI.10c	Relocation of Manvers Street Car Park	Key	Not quantified		➢		Bath
	BI.12b	Bath Recreation Ground River Bridge	Desirable	£1,500,000	➢	➢	➢	Bath
	BI.16	A36 bus lane	Desirable	£3,000,000	➢	✓		Bath
	BI.28a	Highway works associated with MOD Warminster Road site	Key	Not quantified		✓		Bath
	BI.30a	Bath Quays Bridge	Key	£2,500,000	✓			Bath
	BI.30b	Relocation of Bath Quays Coach Park	Key	£750,000	✓			Bath
	BI.30c	Re-routing Green Park Road	Key	£3,800,000	➢	✓		Bath
	BI.30d	Avon Street Multi-Storey Car Park replacement	Key	£8,750,000	➢	✓		Bath
	BI.35a	Bus/Cycle/Pedestrian link Locksbrook Road to Windsor Bridge Road	Desirable	£200,000		✓		Bath
	BI.35b	Locksbrook / Brassmill Sustainable Transport Route	Desirable	Not quantified	➢	➢	➢	Bath
	BI.36a	East of Bath Park and Ride	Key	£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 / or Lansdown Park & Ride sites	Key	£6,500,000		➢	➢	Bath
	BI.41b	Highway works associated with Odd Down Urban Extension	Key	Not quantified	➢	➢	➢	Bath
	BI.49	Better Bus Area Projects	Desirable	£600,000	✓			Bath
	BI.50	Relocation of Weston Island Bus	Desirable	Not quantified	➢	➢	➢	Bath

Category	IDP Reference	Item	Status	Estimated Cost	Phasing			Policy Area
					2014/15-2018/19	2019/20-2023/24	2024/25-2028/29	
		Depot						
	BI.57	Roseberry Place – Cycle Infrastructure	Key	Not quantified	➢	✓		Bath
	BI.58	Bath Low Emission Zone	Desirable	Not quantified	➢	➢	➢	Bath
	BI.59	Bath Cycle Routes	Desirable	Not quantified	➢	➢	➢	Bath
	BI.59a	Newbridge Hill to Riverside Path cycle link	Desirable	£200,000	➢	➢	➢	Bath
	BI.59b	Weston cycle link	Desirable	£200,000	➢	➢	➢	Bath
	BI.59c	Lansdown via Sion Hill cycle link	Desirable	£200,000	➢	➢	➢	Bath
	BI.59d	London Road to Grosvenor Bridge cycle link	Desirable	£200,000	➢	➢	➢	Bath
	BI.60	Cycle Hire Scheme	Desirable	Not quantified	➢	➢	➢	Bath
	MNRI.4	Midsomer Norton Transport network improvements	Desirable	Not quantified	➢	➢	➢	Somer Valley
	MNRI.33	South Road Car Park	Key	Not quantified	➢	➢	➢	Somer Valley
	MNRI.34a	Radstock to Thicket Mead cycle link	Desirable	Not quantified	➢	➢	➢	Somer Valley
	MNRI.34b	Midsomer Norton Enterprise Park cycle link	Desirable	Not quantified	➢	➢	➢	Somer Valley
	MNRI.34c	Underhill cycle link	Desirable	Not quantified	➢	➢	➢	Somer Valley
	MNRI.34d	Waterside to Westfield cycle link	Desirable	Not quantified	➢	➢	➢	Somer Valley
	MNRI.34e	Farrington Gurney cycle link	Desirable	Not quantified	➢	➢	➢	Somer Valley
	MNRI.35b	Former Welton Manufacturing Site: Pedestrian / Cycle Link	Key	Not quantified	➢	➢	➢	Somer Valley
	KI.6a	Improvements to Keynsham Railway Station	Key	Not quantified	➢	➢	➢	Keynsham
	KI.11	Pedestrian/ Cycle Bridge over the A4 at Keynsham	Desirable	Not quantified	➢	➢	➢	Keynsham
	KI.13	Improved Cycle Links (Keynsham Greenways)	Key	£1,100,000	➢	✓		Keynsham
	KI.13a	Broadlands School cycle link (west)	Desirable	Not quantified	➢	➢	➢	Keynsham
	KI.13b	Broadlands School cycle link (east)	Desirable	Not quantified	➢	➢	➢	Keynsham

Category	IDP Reference	Item	Status	Estimated Cost	Phasing			Policy Area
					2014/15-2018/19	2019/20-2023/24	2024/25-2028/29	
	KI.13c	Coronation Avenue cycle link	Desirable	Not quantified	➢	➢	➢	Keynsham
	KI.13d	Chandag Road cycle link	Desirable	Not quantified	➢	➢	➢	Keynsham
	KI.13e	Bath Road cycle link	Desirable	Not quantified	➢	➢	➢	Keynsham
	KI.20b	Transport Infrastructure for East of Keynsham Urban Extension	Key	Not quantified	➢	➢	➢	Keynsham
	KI.21b	Transport Infrastructure for South of Keynsham Urban Extension	Key	Not quantified	➢	➢	➢	Keynsham
	KI.26	Improved Bus Services in Keynsham	Key	Not quantified	➢	➢	➢	Keynsham
	KI.27	Improved B3116 Wellsway, Bath Hill and Bath Road Junction	Key	Not quantified	➢	➢	➢	Keynsham
	KI.28	Improved Avon Mill Lane / Keynsham Road Junction	Key	Not quantified	➢	➢	➢	Keynsham
	KI.29	Improved Bath Road / Chandag Road Junction	Key	Not quantified	➢	➢	➢	Keynsham
	KI.30	New Link Road between Avon Mill Lane and the A4	Desirable	Not quantified	➢	➢	➢	Keynsham
	KI.31	Increased Capacity at Hicks Gate Roundabout	Desirable	Not quantified	➢	➢	➢	Keynsham
	KI.32	Broadmead Roundabout Pedestrian Improvements	Desirable	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	Not quantified	➢	➢	➢	Rural areas
	RI.12	Step free access to Freshford Station	Desirable	Not quantified	➢	➢	➢	Rural areas
	RI.13	A4 Saltford Bypass	Desirable	Not quantified	➢	➢	➢	Rural areas
	RI.14c	Transport Infrastructure for Whitchurch Urban Extension	Key	Not quantified	➢	➢	➢	Rural areas
	RI.18a	Chew Stoke to Chew Magna cycle link	Desirable	Not quantified	➢	➢	➢	Rural areas

Category	IDP Reference	Item	Status	Estimated Cost	Phasing			Policy Area
					2014/15-2018/19	2019/20-2023/24	2024/25-2028/29	
	RI.18b	Chew Stoke to Bishop Sutton cycle link	Desirable	Not quantified	➢	➢	➢	Rural areas
	RI.18c	Chew Valley Lake cycle circuit	Desirable	Not quantified	➢	➢	➢	Rural areas
Leisure	DWI.16	Leisure & Culture	Key	Not quantified	➢	➢	➢	District Wide
	BI.12a	Redevelopment of Bath Recreation ground	Desirable	Not quantified	✓			Bath
	BI.12c	Bath Sports and Leisure Centre	Desirable	£8,000,000	➢	✓		Bath
	KI.23	Keynsham Leisure Centre Redevelopment	Desirable	£6,000,000	➢	✓		Keynsham
Public Realm	BI.3f	Enhanced pedestrian facilities, new paths and cycleways at Bath Western Riverside	Key	Not quantified	➢	➢	➢	Bath
	BI.37a	Bath Public Realm Improvements: Westgate East / Cheap Street	Key	£1,240,460	➢	➢	➢	Bath
	BI.37b	Bath Public Realm Improvements – Manvers Street	Key	£1,000,000	➢	➢	➢	Bath
	BI.37c	Bath Public Realm Improvements – Broad Street/St Michael's	Key	£1,319,727	➢	➢	➢	Bath
	BI.37d	Bath Public Realm Improvements – Pulteney Weir	Key	£638,008	➢	➢	➢	Bath
	BI.37e	Bath Public Realm Improvements – Walking friendly city	Key	Not quantified	➢	➢	➢	Bath
	BI.37f	Bath Public Realm Improvements – Cattlemarket Site	Key	£1,000,000	➢	➢	➢	Bath
	BI.37g	Bath Public Realm Improvements – Bath Quays North and Bath College	Key	£5,000,000	➢	➢	➢	Bath
	BI.37h	Bath Public Realm Improvements – Bath Quays South and Riverside Court	Key	£1,500,000	➢	➢	➢	Bath
	BI.37l	Bath Public Realm Improvements – South Bank	Key	£1,000,000	➢	➢	➢	Bath

Category	IDP Reference	Item	Status	Estimated Cost	Phasing			Policy Area
					2014/15-2018/19	2019/20-2023/24	2024/25-2028/29	
	BI.37J	Bath Public Realm Improvements – Sydenham Park	Key	£1,000,000	➢	➢	➢	Bath
	BI.37K	Bath Public Realm Improvements – Bath Press	Key	£150,000	➢	➢	➢	Bath
	BI.37L	Bath Public Realm Improvements – Roseberry Place	Key	£150,000	➢	➢	➢	Bath
	MNRI.28	Midsomer Norton High Street Public Realm Improvements	Desirable	£2,000,000	➢	➢	➢	Somer Valley
	MNRI.28a	Midsomer Norton Public Realm Improvements: South Road Car Park / South Road / High Street Core	Key	Not quantified	➢	➢	➢	Somer Valley
	KI.12	Keynsham Town Centre Public Realm Improvements	Key	£3,000,000	➢	✓		Keynsham
	KI.12a	Keynsham Town Centre Public Realm Improvements: Riverside	Key	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.31a	Broadband Improvements	Desirable	£ 2,724,000	➢	✓		District Wide
	DWI.31b	SMART City Infrastructure (Bath), and District Wide, including NGA (Next Generation Access) communications networks.	Key	c.£5,000,000	➢	✓		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
	BI12.d	Improve the Pavilion	Desirable	Not quantified	➢	➢	➢	Bath
	BI.22	Relocation of Bath Ambulance	Desirable	Not quantified	➢	➢	➢	Bath

Category	IDP Reference	Item	Status	Estimated Cost	Phasing			Policy Area
					2014/15-2018/19	2019/20-2023/24	2024/25-2028/29	
		Station						
	BI.32	Community Facility associated with the Former St. Marys School site	Desirable	Not quantified		✓		Bath
	BI.52	Digital B&NES	Desirable	£2,225,000	➢	➢	➢	Bath
	BI.54	Improve Chapel Arts Centre	Desirable	Not quantified	➢	➢	➢	Bath
	BI.55	Improve Walcot Chapel	Desirable	Not quantified	➢	➢	➢	Bath
	BI.60	Archway Centre	Desirable	£5,200,000	➢	✓		Bath
	KI.10c	New community facility	Desirable	Not quantified	✓			Keynsham
	KI.14	Relocation of the Fire Station	Desirable	Not quantified	➢	✓	➢	Keynsham
	RI.5	New Village Hall at Batheaston	Desirable	£750,000	➢	➢	➢	Rural areas
	RI.19	Redevelopment of Freshford Memorial Hall Complex	Desirable	Not quantified	➢	➢	➢	Rural areas
Schemes Completed Since 2011/12	DWI.37	Signal improvements at Bath Spa & Bristol area	Complete	Not quantified	Complete(2012)			District Wide
	BI.14	Weston All Saints Primary School: New buildings	Complete	£3,600,000	Complete(2013)			Bath
	MNRI.10	Midsomer Norton Primary School: New buildings	Complete	£2,300,000	Complete(2013)			Somer Valley
	KI.18	New 6 court sports hall at Wellsway School	Complete	£2,747,000	Complete(2013)			Keynsham
	RI.4	Batheaston Primary School – new buildings	Complete	£2,150,000	Complete(2013)			Rural areas
	RI.2	New GP surgery at Chew Stoke	Complete	£3,000,000	Complete(2013)			Rural areas
	DWI.13 & MNRI.2	Greater Bristol Bus Network Improvements	Complete	£78,800,000	Complete(2013)			District Wide
	DWI.15	Two Tunnels Greenway	Complete	£1,900,000	Complete(2013)			District Wide
	MNRI.7	Five Arches Greenway Scheme	Complete		Complete(2013)			Somer Valley
	RI.1	New library in Paulton	Complete	£300,000	Complete (2013)			Rural areas
	BI.34	Sixth Form accommodation at St Gregory's Catholic College	Complete	£2,776,000	Complete (2013)			Bath

Category	IDP Reference	Item	Status	Estimated Cost	Phasing			Policy Area
					2014/15-2018/19	2019/20-2023/24	2024/25-2028/29	
	MNRI.29	Community Facility at Victoria Hall, Radstock	Complete	£250,000	Complete (2013)			Somer Valley
	BI.4	Capital improvements to Bath Spa Train Station	Complete	£10,000,000	Complete (2014)			Bath
	BI.11 & MNRI.8	West of England Key Commuter Routes LSTF Key Component Bid	Complete	£750,000	Complete (2014)			Bath / Somer Valley
	BI.3c	Floodplain storage compensation works at Bath Western Riverside	Complete	Not quantified	Complete (2014)			Bath
	BI.3j	Decommissioning of Gas Holder at Bath Western Riverside & replacement of storage capacity	Complete	£4,100,000	Complete (2014)			Bath
	BI.3m	Victoria Bridge reopening	Complete	£3,400,000	Complete (2015)			Bath
	BI.15	Rossiter Road Transport Scheme	Complete	£1,800,000	Complete (2015)			Bath
	KI.6b	New ramp at Keynsham Railway Station	Complete	£415,000	Complete (2015)			Keynsham
	MNRI.30	Coombend Culvert and Stream Improvements	Complete	£2,100,000	Complete (2015)			Somer Valley
	KI.10b	Re-provision of Fry Club	Complete	Not quantified	Complete (2015)			Keynsham
	KI.10a	New library and Council one-stop shop	Complete	Not quantified	Complete (2015)			Keynsham
	BI.10d	Relocation of Manvers Street Police Station	Complete	£3,000,000	Complete (2015)			Bath
	MNRI.5	Radstock Transport network improvements	Complete	£1,556,000	Complete (2015)			Somer Valley
	BI.53	Seven Dials Cycle Ambition Scheme	Complete	£1,220,000	Complete (2015)			Bath
	DWI.30a	WEST LSTF Large Project Initial Proposals	Complete	£3,100,000	Complete (2015)			District Wide
	BI.1	Bath Transport Package	Complete	£26.898,000	Complete (2015)			Bath

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 The National Planning Policy Framework (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 (IDPs) are therefore required as an evidence base to support the Local Plan and Planning Obligations Supplementary Planning Document (SPD) and Community Infrastructure Levy (CIL). 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 but 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, 2008[1]) recommended 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 (NSIPs) 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.

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 The IDP 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 The regular review process is important as we are aiming at a moving target. Public services, and hence the infrastructure they demand for delivery, are in a constant state of flux. Technology is likely to affect infrastructure requirements over the next few years in ways which may be difficult to predict. Funding levels (and, consequently, legitimate infrastructure requirements) vary with political exigencies of the moment. Most service providers do not plan beyond three years, and so cannot by definition be expected to know their precise requirements in (say) ten years' time.

2.12 This means that infrastructure requirements as a result of growth are difficult to predict and are necessarily subject to a margin of error.

2.13 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.

2.14 Where possible, we have used service providers' own estimates of the cost of their infrastructure requirements. However, in many cases these estimates do not exist.

2.15 CIL aims to reduce the costs and increase certainty in the negotiation of planning obligations. By providing for the pooling of funds, CIL breaks the former planning obligation regime's requirement for a direct link between a contribution and a particular development.

[1] http://webarchive.nationalarchives.gov.uk/20120919132719/http://www.communities.gov.uk/documents/planningandbuilding/pdf/spatialplaninfrastructure.pdf

2.16 The term "key" infrastructure has been applied in the IDP to the classification of infrastructure need and, typically, concerns infrastructure essential to delivering the Local Plan. "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

2.17 The ***National Infrastructure Plan***[2] (NIP) sets out the government's long term plan for meeting the infrastructure needs of the UK by bringing together a comprehensive cross-sectoral analysis of the UK's infrastructure networks and establishes long-term funding certainty for the key areas where infrastructure is publically funded.

2.18 The NIP 2014 sets out clear delivery plans for the next parliament:

- £15 billion investment in the Strategic Road Network
- £2.3 billion programme of flood investment
- £38 billion Network Rail delivery programme
- Continued support for digital infrastructure

2.19 The top 40 priority infrastructure investments have been identified that are of national significance and critical for growth. National priority schemes that are relevant to B&NES include:

- Rail Investment Strategy priority investment – including the Great Western Programme
- Intercity Express Programme
- Smart Meter rollout
- 4G rollout, mobile infrastructure and broadband
- Renewable energy generation – including wind, biomass and solar PV
- Water supply and sewerage (AMP6)

2.20 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.

2.21 There are 12 designated or proposed ***National Policy Statements***[3] 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
- Electricity Networks
- Nuclear Power
- Ports
- Transport Networks (including rail and roads)
- Aviation
- Water Supply

[2] https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/381884/2902895_NationalInfrastructurePlan2014_acc.pdf (HM Treasury/Infrastructure UK 2014)

[3] http://infrastructure.planningportal.gov.uk/legislation-and-advice/national-policy-statements/

- Hazardous Waste
- Waste Water Treatment

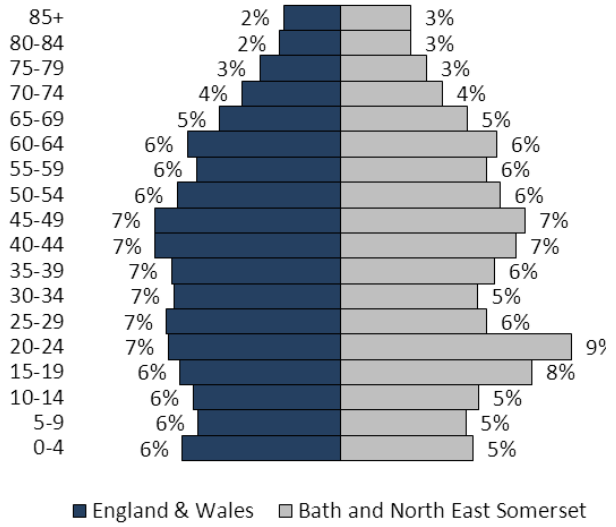
Local

2.22 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.

2.23 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.

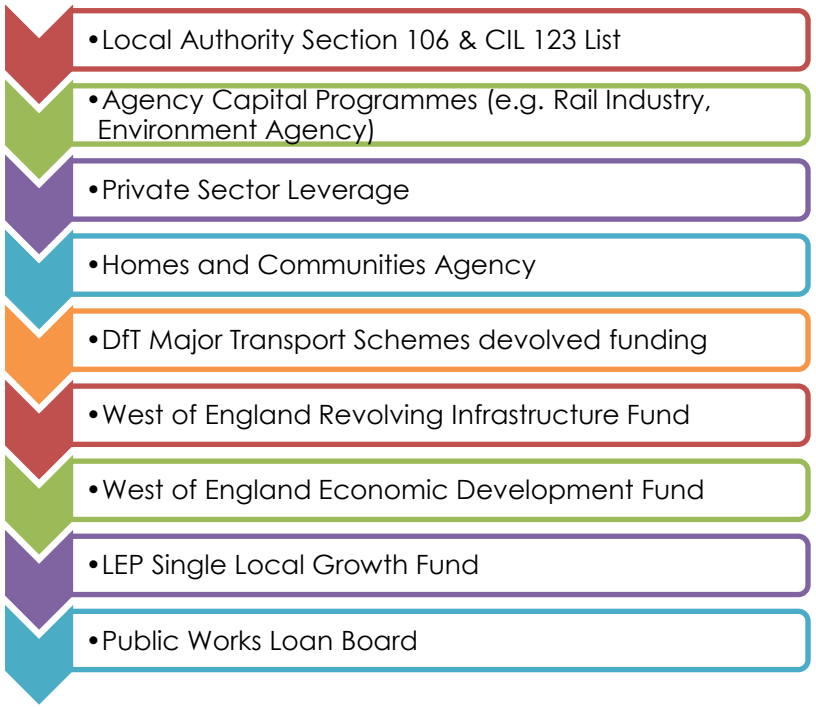
2.24 In addition there have been features of an aging population, with increases in the 40-49, 60-69 and 80+ age ranges matched by a reduction in the 30-39 age ranges. There has been a 23% increase the most elderly age range (85+) since 2001 (900).

Figure 1: comparative population distribution (Census 2011)



2.25 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



2.26 The Local Authority approved the ***Community Infrastructure Levy (CIL)*** charging schedule[4] in February 2015, which came into effect on 6th April 2015. CIL is a tariff system that allows the Local Authority to raise funds from developers to contribute to the costs of providing some of the infrastructure needed for new development. The charging schedule sets out the rates for all qualifying development.

2.27 The Council has produced a ***CIL guide*** for applicants and developers[5].

2.28 The Local Authority ***Regulation 123 list***[6] sets out the infrastructure types that it intends to fund, partly or wholly, through CIL receipts. These are:

- **Strategic Transport Infrastructure** including cycling and walking infrastructure, and public transport (excluding development specific mitigation works on, or directly related to, a development site);
- **Green Infrastructure** to deliver the requirements set out in the Green Infrastructure Strategy (excluding on site provisions);
- The **Early Years provision** set out in the Childcare Sufficiency Assessment (Except for the Whitchurch Strategic Site and Bath Western Riverside Charging Zone proposal);
- **School Schemes** set out in the Schools Organisation Plan (except primary schools and places required by strategic site and Bath Western Riverside Charging Zone proposals);
- **Social Infrastructure**, including social and community facilities, sports, recreational, play infrastructure and youth provision, and cultural facilities (excluding on site provisions);
- **Strategic Energy Infrastructure** (excluding on site provisions);
- **Health and well-being infrastructure** (excluding on site provisions);
- **Strategic waste facilities;**
- **Strategic Flood Risk Management infrastructure** (excluding on site provisions).

2.29 The decision on how to spend the CIL income will be made as part of an annual process that aligns with the Council's annual

[4] http://www.bathnes.gov.uk/sites/default/files/sitedocuments/Planning-and-Building-Control/Planning-Policy/CIL/bnes_charging_schedule.pdf

[5] http://www.bathnes.gov.uk/services/planning-and-building-control/apply-planning-permission/community-infrastructure-levy-cil

[6] http://www.bathnes.gov.uk/sites/default/files/sitedocuments/Planning-and-Building-Control/Apply-for-Planning-Permission/bnes_reg_123.pdf

revenue budget and capital programme setting. The Council's Cabinet will make the final decision on the release of CIL funds.

2.30 All the CIL collected will be used to support infrastructure for the communities within the District and will be allocated as follows:

- **Local Funds:** 15% of CIL (up to a maximum of £100 per Council Tax dwelling in the area per annum) or 25% with adopted Neighbourhood Plans will be passed directly to local communities;
- **Administration Costs:** Up to %5 of CIL receipts will be used within Planning Services to cover costs associated with monitoring, managing and collecting CIL;
- **Strategic Funds:** The remaining CIL receipts will be allocated by B&NES Council.
- Funds will be targeted to address infrastructure priorities identified in the IDP. The timetable will run on an annual basis and will be aligned with the budget decision making process, including a review of the Regulation 123 List if necessary. The allocation decisions will be based on funds actually available and risk assessed projection of future funding.
- CIL must be spent on the provision, improvement, replacement, operation or maintenance of infrastructure needed to support the development of the area. It is intended to focus on the provision of new infrastructure and should not be used to remedy pre-existing deficiencies, unless these are likely to be made more severe by new development.
- CIL receipts can only be spent on capital projects, although capital spending to improve existing assets or to extend their life is also permissible.

2.31 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.

2.32 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

2.33 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

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

2.35 The ***Bristol City Region Deal***[7] 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 Zone and Areas. The income will be used to create an ***Economic Development Fund*** (EDF) for the West of England worth £1 billion over 25 years.

2.36 The Deal also includes a ***Transport Devolution Agreement*** which will devolve necessary powers alongside investment in major transport schemes. The West of England LEP has been allocated[8] £44.9m by the DfT from 2015/16 to 2020/21 (confirmed), with a further £36.4m from 2021/22 to 2024/25 (indicative).

2.37 The Council formally adopted the Growth Incentive proposals and the subsequent pooling of business rates as set out in the City Deal in July 2013[9]. The pooling arrangements will be in place for 25 years with effect from 1st April 2014 to 31st March 2038.

2.38 The Local Authorities, as members of the LEP, will have a responsibility in reviewing and making decisions around the allocation of the EDF to ensure it is used to unlock and accelerate economic growth. Work has been initiated on identifying those schemes.

2.39 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

2.40 The next highest scoring schemes include:

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

2.41 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 (BI.39)
- Whitchurch bypass (RI.7)

2.42 The Government announced in March 2013 that it will decentralise current Whitehall funding streams – with the emphasis on transport, housing and skills - by creating a ***Single Local Growth Fund*** administered by the LEP. The fund was confirmed at the June 2013 spending review to be £2billion a year and operational by April 2015. The LEP will be asked to develop a new strategic multi-year plan for growth. Funding for local areas from the Fund will reflect the quality of strategic proposals put forward by the LEP.

2.43 The Government have also announced it is allowing Local Authorities access to cheaper borrowing, through the ***Public Works Loan Board*** (PWLB) for a local priority infrastructure project nominated by each LEP. The PWLB project rate will be introduced from 1 November 2013.

[7] http://www.dpm.cabinetoffice.gov.uk/sites/default/files_dpm/resources/Bristol-and-West-of-England-City-Deal-FINAL.pdf
[8] https://www.gov.uk/government/speeches/local-transport-body-funding-allocations
[9] http://democracy.bathnes.gov.uk/documents/s26528/City%20Deal%20Annex%201%20and%20apps%201%20-%204.pdf

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

- Bath Western Riverside/Enterprise Area (BI.3a-l)
- MOD Foxhill (BI.9a-f)
- MOD Ensleigh (BI.27a-e)
- MOD Warminster Road (BI.28a-b)
- Odd Down Urban Extension (BI.41a-e)
- East of Keynsham Urban Extension (KI.20a-e)
- South of Keynsham Urban Extension (KI.21a-e)
- Whitchurch Urban Extension (RI.14a-d)

PART THREE: INFRASTRUCTURE REQUIREMENT BY CATEGORY

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

AFFORDABLE HOUSING

NATIONAL

3.1 The NPPF states that local planning authorities should meet local housing needs (including affordable housing). It defines what affordable housing is, and associated products and tenures. In addition, Local Authorities have a statutory duty to provide housing for households in local housing need and to prevent homelessness.

3.2 The 2015 to 2018 ***Affordable Homes Programme*** aims to increase the supply of new affordable homes in England by March 2018.

LOCAL

3.3 Although the point can be debated, affordable housing does not constitute infrastructure in its narrow sense. However, affordable housing requirements must be understood as part of an infrastructure study, because the levels of affordable housing demanded have a profound onward impact on the viability of development, and on amounts of developer contribution available from sites to fund infrastructure.

3.4 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 that the need for affordable housing in B&NES is high and that the affordability gap between local incomes and market house prices is very wide.

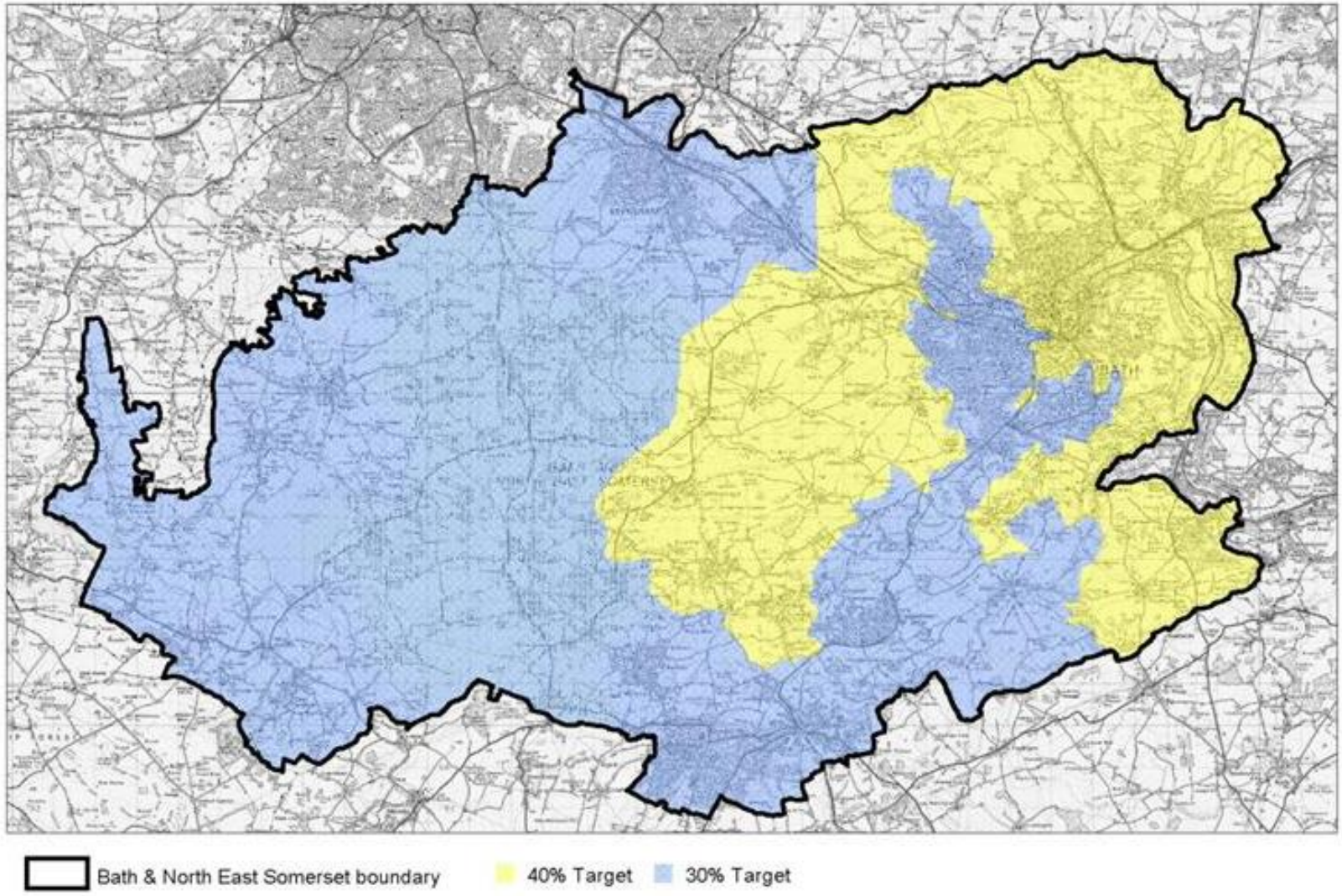
3.5 The SHMA shows that an increasing proportion of the total dwelling stock is accounted for by the private rented sector. The SHMA estimates that around 36% of the requirement for overall housing between 2011 and 2031 is for affordable homes.

3.6 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.

3.7 The Council is committed to maximizing delivery through planning obligations as well as encouraging developers and housing associations to deliver schemes of 100% affordable housing.

3.8 The ***Planning Obligations SPD*** sets out what is expected to be delivered by developers.

Figure 3: Affordable Housing zones



AFFORDABLE HOUSING

3.9 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.

3.10 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.

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	Affordable Housing Provision	Key	Not quantified	➢	➢	➢	District Wide

ENERGY: GAS

NATIONAL

Primary legislation	
Gas Act 1986[10]	Utilities Act 2000[11]
Energy Act 2004[12]	
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.

[10] http://www.legislation.gov.uk/ukpga/1986/44
[11] http://www.legislation.gov.uk/ukpga/2000/27/contents
[12] http://www.legislation.gov.uk/ukpga/2004/20/contents

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 levels[13] (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

[13] http://www.hse.gov.uk/landuseplanning/padhi.pdf

4.6 The final decision regarding the granting of planning permission in situations where the HSE have 'advised against' lies with the Local Planning Authority. In cases where the LPA grants planning permission in spite of 'advise against' advice, HSE will scrutinise the planning application in order to ensure that the risks have been adequately considered, and have the option to consider requesting the application to be called-in.

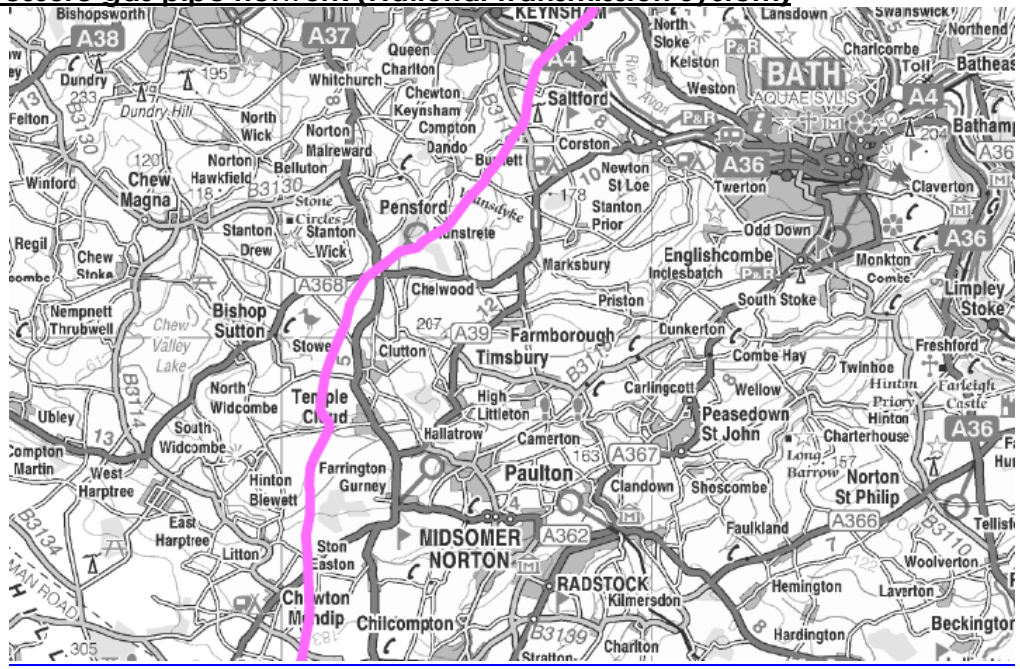
4.7 Large-scale investment in gas and low-carbon electricity generation is vital in order to replace ageing energy infrastructure, maintain secure energy supplies and meet legally-binding environmental targets.

4.8 Demand for gas to supply heat to homes and businesses will remain significant for some time to come.

4.9 Electricity generation from gas, and energy transmission and distribution are both included within the Government's Top 40 priority infrastructure investments.

LOCAL

Figure 5: National Grid High Pressure gas pipe network (National Transmission System)



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

4.11 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***[14]) to guide new investment in the gas distribution network for the next 10 years based on estimated growth in the market. 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 precedenceWWU 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.

4.12 Average pressures for the low pressure system running through B&NES are:

- Bath: 40mbar
- Keynsham: 32mbar
- Midsomer Norton and Radstock: 40mba
- 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.

Energy Minerals

4.15 Shale gas and coal bed methane (CBM) extraction is a new mineral related issue for the District. Bath and North East Somerset potentially has oil and gas reserves; for example within coal beds or possibly within its deeper shale resource.

[14] http://www.wwutilities.co.uk/Content/Publications/pdf/WWU_Long_Term_Development_Statement_2012.pdf

ENERGY: GAS

4.16 The Department of Energy and Climate Change (DECC) is responsible for issuing Petroleum Exploration and Development Licences (PEDLs) which give exclusive rights for exploration and extraction of oil and gas resources within a defined area. Gaining a licence does not convey consent to drill or undertake any other form of operations.

4.17 There are currently no PEDL licences within Bath & North East Somerset or in the wider region.

4.18 The Placemaking Plan will contain the policy framework for considering any future planning applications relating to energy minerals related development in B&NES.

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.6	Gas Supply	Key	Not quantified	➢	➢	➢	District Wide
BI.9d	Gas infrastructure at MOD Foxhill site	Key	Not quantified		➢	➢	Bath
BI.27c	Gas infrastructure at MOD Ensleigh site	Key	Not quantified		➢	➢	Bath
BI.28b	Gas infrastructure at MOD Warminster Road site	Key	Not quantified		✓		Bath

ENERGY: ELECTRICITY

NATIONAL

Primary legislation	
Electricity Act 1989[15]	Utilities Act 2000
Energy Act 2004	
Companies operating within B&NES	
National Grid	Western Power Distribution

5.1 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 (275kVand 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 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 us 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.

5.2 ***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.

[15] http://www.legislation.gov.uk/ukpga/1989/29/contents

ENERGY: ELECTRICITY

5.3 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.

5.4 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.

5.5 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.

LOCAL

5.6 ***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.

5.7 ***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***[16] 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 ***Renewables Obligation***[17] (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.

6.3 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***[18] sets out actions to tackle these non-financial barriers.

6.4 Begun on 1st April 2011, the ***Feed-In Tariff***[19] (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***[20] (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.

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[16] http://www.decc.gov.uk/en/content/cms/legislation/cc_act_08/cc_act_08.aspx
[17] http://www.ofgem.gov.uk/Sustainability/Environment/RenewablObl/Pages/RenewablObl.aspx
[18] http://www.decc.gov.uk/assets/decc/11/meeting-energy-demand/microgeneration/2015-microgeneration-strategy.pdf
[19] http://www.decc.gov.uk/en/content/cms/meeting_energy/renewable_ener/feedin_tariff/feedin_tariff.aspx
[20] http://www.ofgem.gov.uk/e-serve/RHI/Pages/RHI.aspx

6.5 The ***Energy Act (2011)***[21] *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***[22], launched in January 2013, 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.

6.6 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. Government is therefore 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.

6.7 ***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

6.8 To mitigate the particular constraints affecting the green energy sector, the Government has established the ***Green Investment Bank*** (GIB). The GIB received initial funding of £3.5billion and will have the ability to borrow from 2015-16. It will invest up to £100m in commercial and industrial energy efficiency projects. The bank operates independently from the Government.

6.9 DECC published ***The Future of Heating***[23] 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.

6.10 ***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

[21] http://www.legislation.gov.uk/ukpga/2011/16/contents/enacted
[22] http://www.decc.gov.uk/assets/decc/11/consultation/green-deal/3607-green-deal-energy-company-ob-cons.pdf
[23] http://www.decc.gov.uk/assets/decc/11/meeting-energy-demand/heat/4805-future-heating-strategic-framework.pdf

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.

6.11 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.

Figure 6: CO_2 emissions associated with different fuels (SAP 2009)

Fuel	CO2 emissions (kg CO2/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

6.12 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.

LOCAL

6.13 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)

6.14 The B&NES Core Strategy lists Climate Change as a key strategic issue. This strategic challenge is picked up Objective 1 of the Core Strategy, which is to "Pursue a low carbon and sustainable future in a changing climate". This objective is carried forward throughout the 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.
- CP3: Renewable Energy: Development should contribute to achieving a minimum level of installed renewable heat and electricity capacity by 2029 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***[24] 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.

6.15 The Core Strategy identifies12 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.

6.16 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.

[24] http://www.bathnes.gov.uk/services/planning-and-building-control/planning-policy/evidence-base/sustainability

Figure 7: Bath District Heating Priority Areas

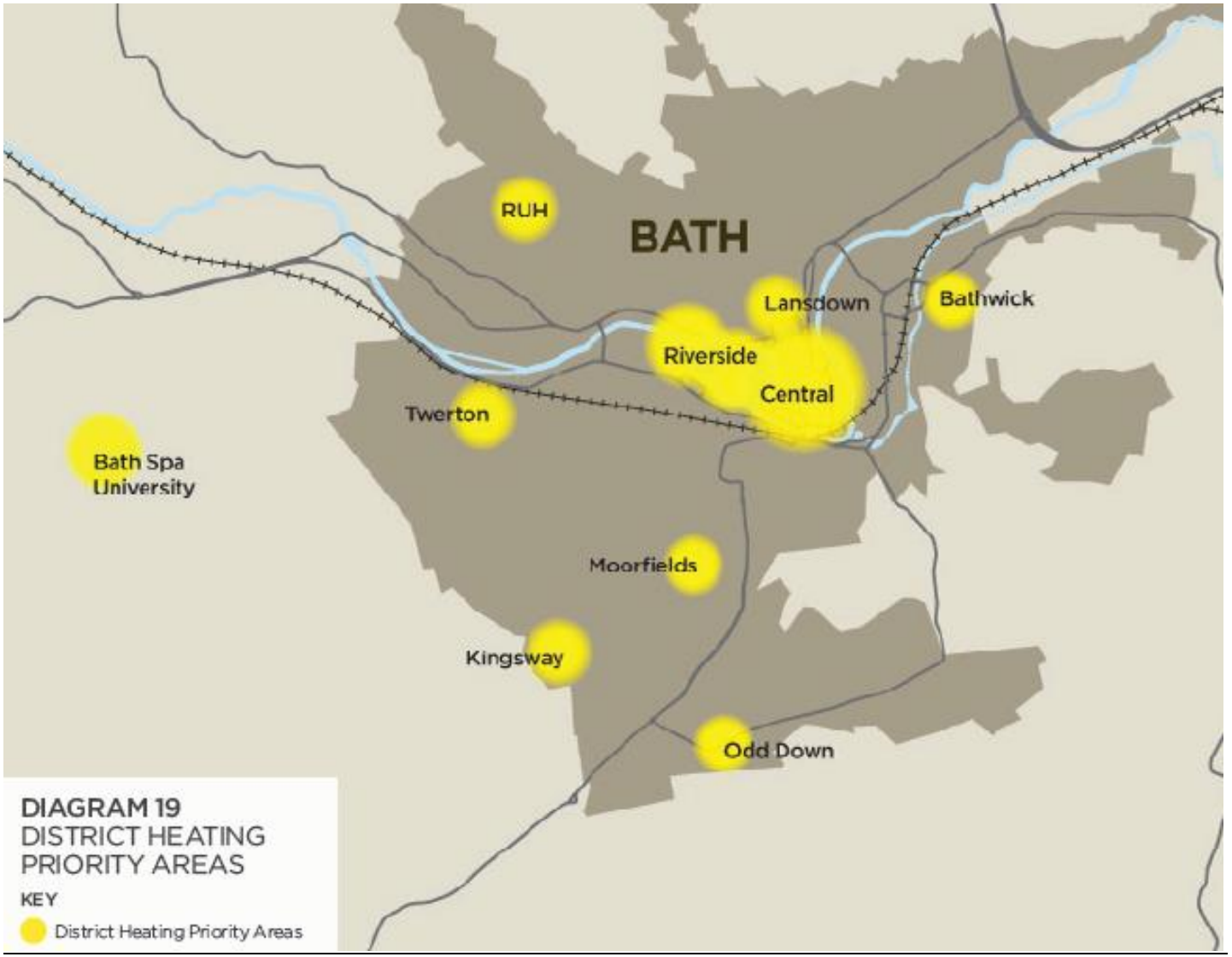


Figure 8: Keynsham District Heating Priority Areas

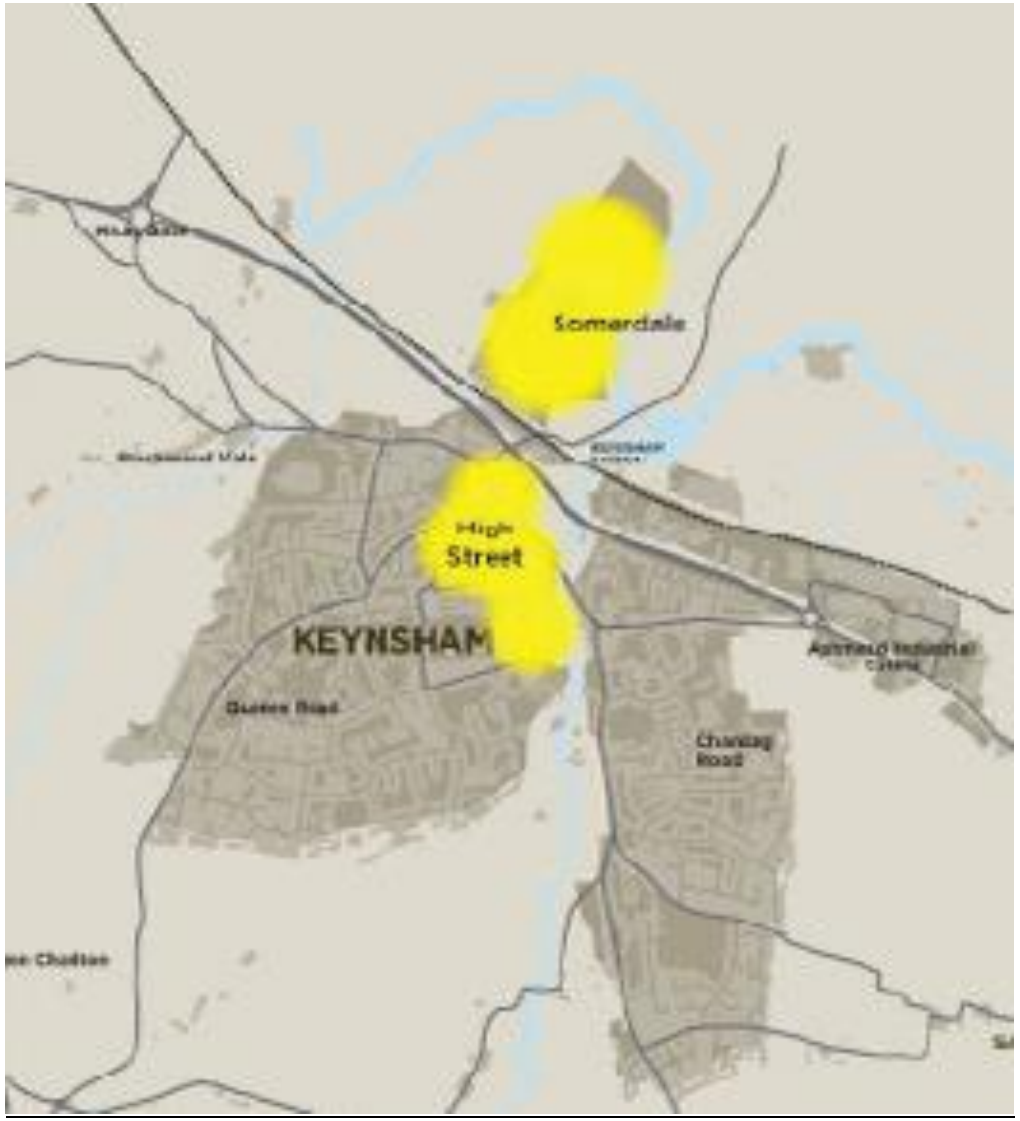


Figure 9: Somer Valley District Heating Priority Areas

6.17 The Council has entered into a cooperation agreement[25] 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 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.

6.18 The rollout of ***smart meters*** to every home in Great Britain is a Nationally Significant Scheme as identified in the National Infrastructure Plan. The rollout is due to begin in late 2015 and be complete by 2020 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). Data and Communications Company licence awards and service provider contracts awards are due to be made by mid-2013.

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.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.7	Bath Centre District Heating Network	Desirable	£5,010,224	➢	➢	➢	Bath
BI.8	Bath Enterprise Area District Heating Network	Key	£5,448,996	➢	➢	➢	Bath
KI.9	Keynsham District Heating Network	Desirable	£970,181	➢	➢	➢	Keynsham

[25] http://democracy.bathnes.gov.uk/documents/s7977/Appx%201%20BCE%20Cooperation%20Agreement.pdf

EDUCATION: EARLY YEARS

NATIONAL

7.1 The ***Childcare Act 2006***[26] 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. It is also a requirement that there is sufficient provision of places for children to take up their 2, 3 and 4 year old Early Years Entitlement place.

LOCAL

7.2 From September 2014 take up of Early Years and childcare services is as follows - 20% 0-1 age range, 35% age 2 and 95% age 3-4.

7.3 The latest sufficiency assessment of childcare in B&NES was published in September 2013[27]. 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.

7.4 There is still a variation in the number of childcare places between children's centre areas.

7.5 Twerton, Radstock and Paulton still remain areas where supply of childcare places is well below the average ratio for Bath and North East Somerset Council. Radstock does now have sufficiency of provision for 3 and 4 year old places but the supply has now fallen in neighbouring Midsomer Norton.

Figure 10: Childcare ratio analysis (September 2013)

	September 2013				
Children's Centre Area	Childcare Places - No Home Childcarers	Number of children 0-11	Ratio of childcare places to children	Childcare Places - Including Home Childcarers	Ratio including Home Childcarers

[26] http://webarchive.nationalarchives.gov.uk/20100418065544/http://www.opsi.gov.uk/acts/acts2006/pdf/ukpga_20060021_en.pdf
[27] http://www.bathnes.gov.uk/sites/default/files/siteimages/2013_childcare_sufficiency_report_-_nv_version.pdf

Chew Valley	640	1875	0.341	661	0.353
Keynsham	819	2509	0.326	825	0.329
Midsomer Norton	537	2109	0.255	547	0.259
Moorlands	529	1928	0.274	535	0.277
Parkside	869	2558	0.340	889	0.348
Paulton	362	1594	0.227	361	0.226
Peasedown	373	1528	0.244	383	0.251
Radstock	269	1208	0.223	270	0.224
St Martins	683	2651	0.258	695	0.262
Twerton	261	1534	0.170	265	0.173
Weston	826	2772	0.298	838	0.302
Total	**6168**	**22266**	**0.277**	**6269**	**0.282**

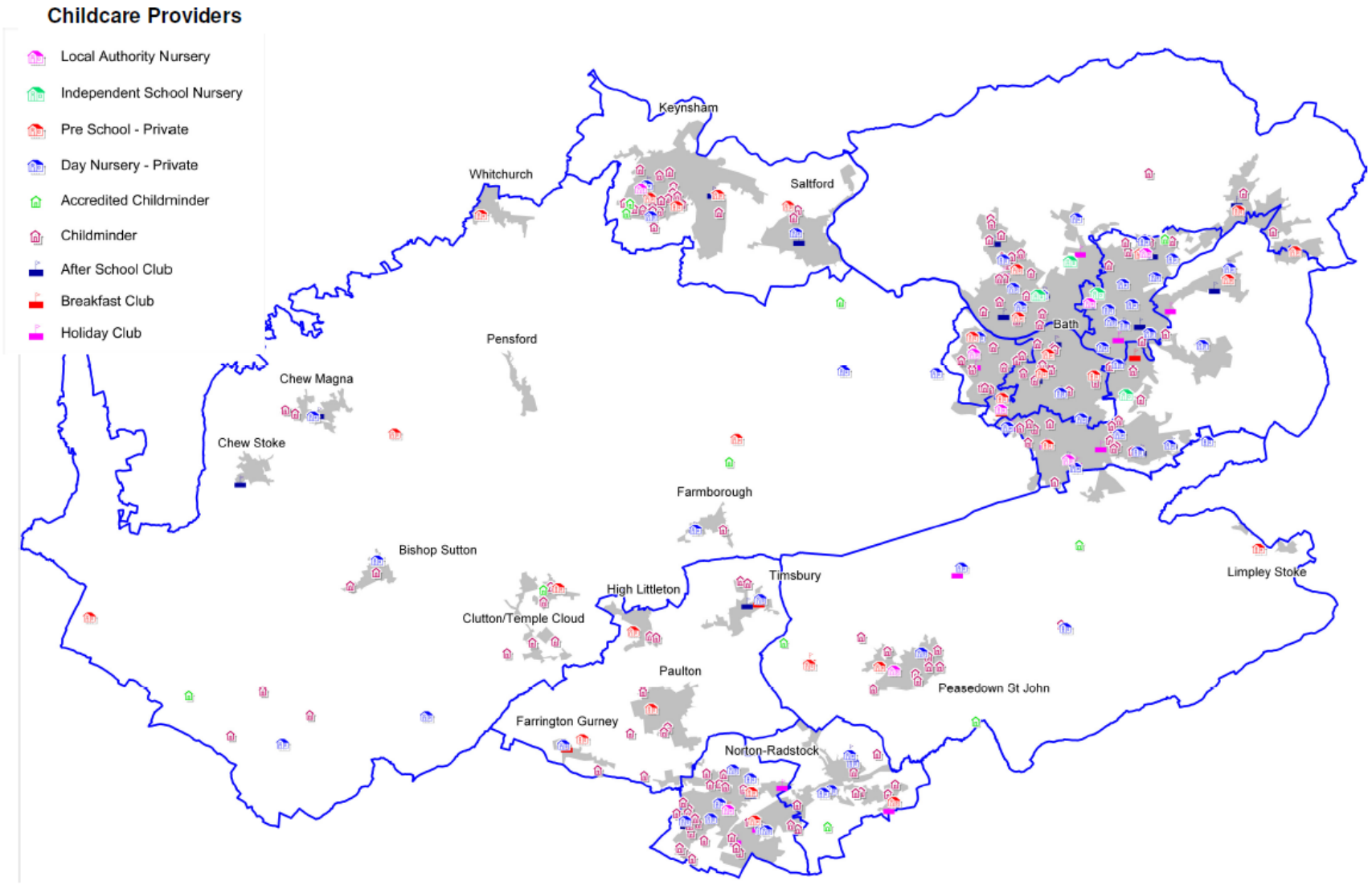
7.6 Within each area of shortfall, i.e. less than the Council's average place ratio there are initiatives either underway or due to start which should increase the amount of places on offer. Within Paulton Children's Centre area it is anticipated that the local expansion of Paulton itself will increase 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.

7.7 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

7.8 Most of the capital projects carried out by the Council were as a result of funding received from the Department for Education. As a result of funding changes since 2010 this capital stream has ceased, however, the legislation of the 2006 Childcare Act is still in place and the Council has a statutory duty to ensure sufficiency of childcare and early years provision. This includes the expansion of the new 2 year old statutory entitlement between 2012 and 2014 by which time up to 40% of eligible children will be able to access a free place.

Figure 11: 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.3a	New early years facility and primary school at MOD Foxhill site	Key	c. £4,000,000		✓		
BI.9a	New early years facility and primary school at MOD Foxhill site	Key	c.£4,000,000		➢	➢	Bath
BI.21	Additional Early Years, Primary & Secondary Education capacity in Bath	Key	c.£4,000,000	➢	➢	➢	Bath
MNRI.27	Additional Early Years, Primary & Secondary Education capacity in Midsomer Norton	Key	c.£4,000,000	➢	➢	➢	Somer Valley
MNRI.31	Additional Early Years, Primary & Secondary Education capacity in Radstock	Key	£2,500,000	➢	➢	➢	Somer Valley
MNRI.32	Additional Early Years, Primary & Secondary Education capacity in Paulton	Key	£2,215,000	➢	➢	➢	Somer Valley
KI.7	New early years facility and primary school at Somerdale	Key	c.£4,000,000	➢	➢	➢	Keynsham
KI.16	Additional Early Years, Primary & Secondary Education capacity in Keynsham	Key	£2,500,000	➢	➢	➢	Keynsham
RI.10	Additional Early Years, Primary & Secondary Education capacity in the Rural Areas	Key	£2,500,000	➢	➢	➢	Rural areas

EDUCATION: PRIMARY EDUCATION

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 vital 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.

8.2 The provision of school places is going through a period of dramatic change. In line with current government strategy, rather than being direct providers of school places via Community schools, Local Authorities are increasingly moving to becoming commissioners of school places via a range of providers that include Academies, Free Schools, Studio Schools, Foundation schools, Trust schools, Voluntary Aided schools, Voluntary Controlled schools and Community schools.

8.3 The Local Authority still retains the legal responsibility for pupil place planning within its area and has a statutory duty to provide sufficient school places for every child resident in the Local Authority who requires a place. In order to do this it can propose expansions to all categories of schools and commission the provision of new schools that will be run by the most appropriate body.

8.4 Under amendments to the ***GPDO 1995***, brought into force in May 2013, free schools benefit from permitted development rights for up to one academic year. The provision can only be used once for any particular site.

8.5 The ***Education Funding Agency*** (EFA) is the Department for Educations (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.

8.6 Two sources of funding are currently available to create additional school places, depending on how the need for places has been generated, which are ***Basic Need Funding*** and contributions arising from development. Basic Need funding is currently allocated to local authorities by the ***Department for Education (DfE)*** to provide additional school places where there is underlying growth in pupil numbers that is projected to exceed the number of places available and where the increase is occurring as a result of population growth other than from housing developments supported by Developer Contributions.

8.7 The other potential source of funding is the Community Infrastructure Levy (CIL).

8.8 No infant class can have more than 30 pupils in it apart from Permitted Exceptions. The declared intention of this Government is to reduce class sizes and thus improve the quality of the children's educational experience.

8.9 ***The School Premises (England) Regulations 2012***[28] 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

8.10 There are a total of 61 primary, infant and junior school within B&NES:

- 26 Community Schools
- 23 Voluntary Controlled Church of England Schools
- 5 Voluntary Aided Church of England Schools
- 2 Voluntary Aided Catholic Schools
- 5 Church of England Academies
- (Including 5 Federations, 4 Federations each of 2 schools, and 1 Federation of 3 schools)

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

8.12 The ***B&NES Primary and Secondary School Organisation Plan***[29] (2013-2017) outlines the current level of primary and secondary provision in B&NES, the projected pupil numbers based on births and resident population data up to admissions in September 2017 in detail and in outline within the Core Strategy period arising as a consequence of the future planned housing development expected to be delivered within this period. It gives estimates for the number of school places likely to be required in each of the planning areas across the authority as a result of projected pupil numbers. In some cases it also proposes specific solutions as to how and where these additional places might be provided.

8.13 In general the future need for school places is expected to be affected by increased births rates leading to underlying population growth coupled with pupils generated from new housing developments. The impact of this will vary from area to area across the Authority.

8.14 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.

[28] http://www.legislation.gov.uk/uksi/2012/1943/pdfs/uksiem_20121943_en.pdf
[29] http://www.bathnes.gov.uk/sites/default/files/siteimages/sop_2013-2017_and_beyond_draft_iv_final.pdf

8.15 In some areas, usually in more rural areas, where some routes to schools are deemed to be hazardous, it is more likely that a single local school would normally be expected to serve a particular rural area or village, compared to urban areas where there would usually be more than one school located within a more compact geographical area that would be accessible to a local community.

8.16 Pupil projections are reviewed annually and updated as necessary.

Figure 12: Primary Schools within B&NES

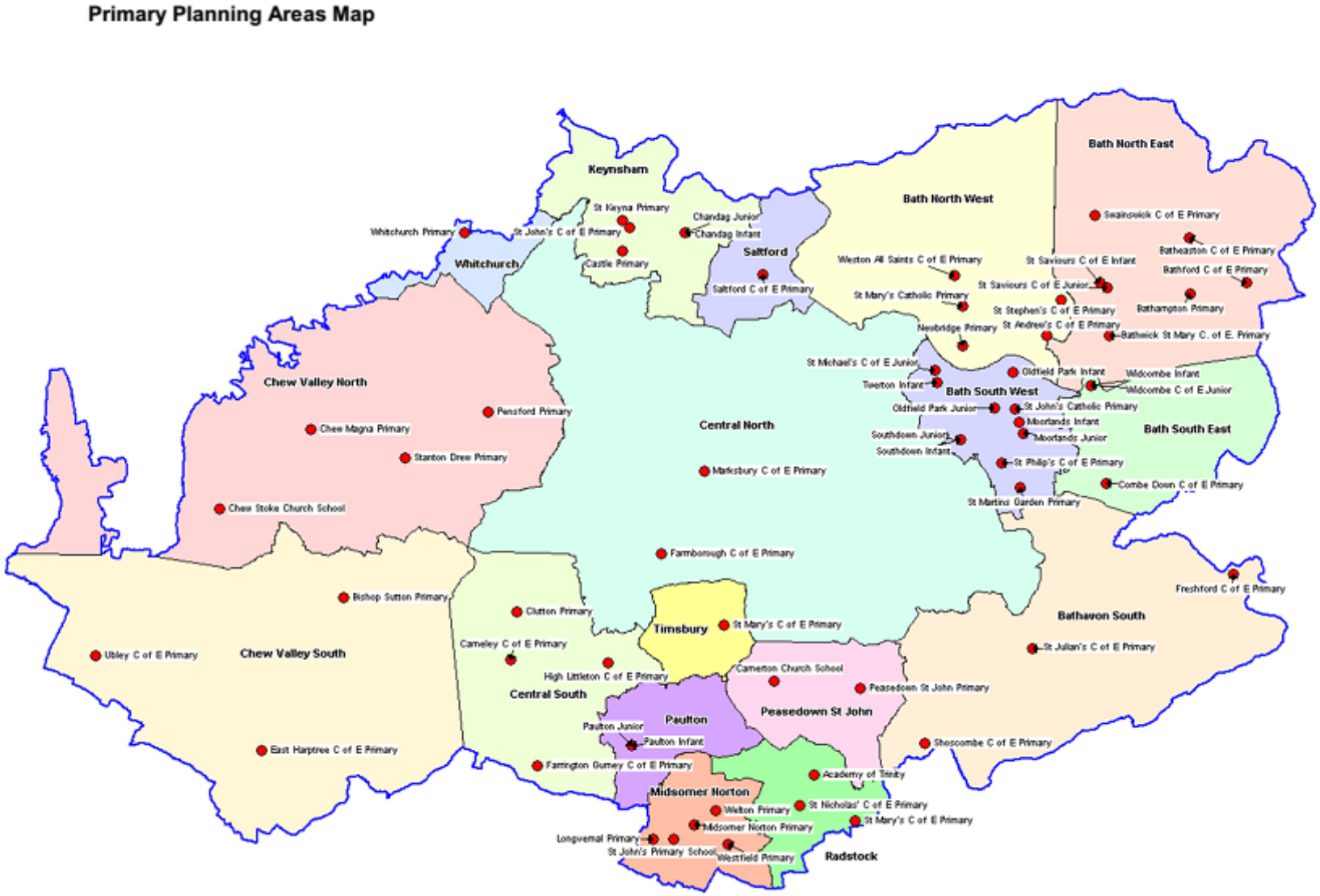


Figure 13: Resident population and births for 0-13 year olds as at September 2013 (B&NES)

Age in 2013	13	12	11	10	9	8	7	6	5	4	3	2	1	0
Year of Birth	99-00	00-01	01-02	02-03	03-04	04-05	05-06	06-07	07-08	08-09	09-10	10-11	11-12	12-13
Year Enter YR	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017
Year Enter Y7	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
Total Births	1641	1628	1646	1644	1643	1696	1720	1832	1774	1704	1698	1830	1829	1792
Total Resident	1950	1860	1885	1809	1769	1850	1846	1971	1863	1861	1864	1914	1851	1796
Diff Births / Resident	309	232	239	165	126	154	126	139	89	157	166	84	22	4

Bath

8.17 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.

8.18 The new housing development in the north of the city planned for the Ministry of Defence (MoD) Ensleigh site will trigger the need for a new 210 place school. This will 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.

8.19 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. 210 of these places will be provided via an expansion to Bathwick St. Mary Primary school. An additional area of land will be made available on the MoD Warminster Road site to expand the existing school site.

8.20 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.

8.21 The housing development planned for the MoD Foxhill site in south Bath will trigger the need for a new 210 place on-site primary school.

8.22 The development at Odd Down will require the expansion of St. Martin's Garden Primary school by 105 places.

8.23 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

8.24 In Keynsham there is considered to be limited future scope for existing primary schools to accommodate further 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. Castle Primary school is being expanded by 210 places 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.

8.25 A new 210 place on-site primary school will be required as a result of the housing development on the Somerdale factory site in Keynsham and Developer Contributions in the form of capital and land have been secured to provide these facilities.

8.26 A new 210 place primary school will be required to accommodate pupils from the Keynsham SW and Keynsham E strategic sites, school to be located on part of the Keynsham East development site.

Somer Valley

8.27 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 the greater potential for extension or expansion on some existing school sites. Additional places are currently being added to St. Mary's C of E Primary school in Writhlington. It is not anticipated at this stage that any whole new schools will be required however the places required in Midsomer Norton could be provided via the current Free School proposal, should this be successful.

8.28 Paulton Infant and Junior schools are currently being expanded in order to accommodate the pupils generated by the Barratts and Bovis Homes developments on the former Polestar Purnell factory site in Paulton, taking these school sites to capacity. Some expansion has also taken place at Peasedown St. John Primary school to accommodate pupils from the Wellow Lane/Braysdown Lane development in Peasedown St. John.

8.29 Any further significant housing development in Peasedown St John or Paulton will create a need for additional land for a new school to serve each of these areas as the existing schools cannot take any further expansion above that already planned.

Rural areas

8.30 In the rural areas there is generally considered to be greater scope for some 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. Additional places are currently being added to Bishop Sutton Primary school and to Farmborough C of E Primary School.

Strategy

8.31 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.

8.32 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.

8.33 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

8.34 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 14: 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

EDUCATION: PRIMARY 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.3b	Primary Education	Key	Not quantified	➢	➢	➢	District Wide
BI.3a	New Primary School at Bath Western Riverside	Key	c. £4,200,000		✓		Bath
BI.9a	New early years facility and primary school at MOD Foxhill site	Key	c. £4,200,000		➢	➢	Bath
BI.21	New primary school and early years facility at Bath Western Riverside (BWR Other)	Key	c. £4,200,000	➢	➢	➢	Bath
BI.27b	New primary school at MOD Ensleigh site (and other educational requirements)	Key	c. £4,200,000	➢	➢	➢	Bath
BI41a	Expansion of St. Martin's Garden Primary School for Odd Down Urban Extension	Key	c.£2,500,000	➢	➢	➢	Bath
BI.42	Expansion of Bathwick St. Mary C of E Primary School for Central and River Corridor and MoD Warminster Road	Key	c.£2,500,000	➢	➢	➢	Bath
BI.43	Weston All Saints CofE Primary School expansion	Key	£1,800,000	✓			Bath
BI.44	St. Saviour's C of E Junior school	Key	£1,800,000	✓			Bath
BI.45	Oldfield Park Junior school	Key	£300,000	✓			Bath
BI.46	Moorland Infant and Junior schools	Key	c.£2,500,000	✓			Bath
BI.51	Roundhill Primary School	Desirable	Not quantified	➢	➢	➢	Bath
MNRI.27	Additional Early Years, Primary & Secondary Education capacity in Midsomer Norton	Key	c.£4,000,000	➢	➢	➢	Somer Valley
MNRI.31	Additional Early Years, Primary & Secondary Education capacity in Radstock	Key	£2,500,000	➢	✓		Somer Valley

EDUCATION: PRIMARY EDUCATION

MNRI.32	Additional Early Years, Primary & Secondary Education capacity in Paulton	Key	£2,215,000	➢	➢	➢	Somer Valley
KI.7	New early years facility and primary school at Somerdale	Key	c. £4,200,000	➢	✓		Keynsham
KI.16	Additional Early Years, Primary & Secondary Education capacity in Keynsham	Key	£2,500,000	➢	➢	➢	Keynsham
KI.20a	Educational Infrastructure for East of Keynsham and Keynsham SW Urban Extensions New Primary school on Keynsham East site	Key	c. £4,200,000	➢	➢	➢	Keynsham
KI.22	Castle Primary School Expansion	Key	£990,000	➢	➢	➢	Keynsham
KI.24	St. John's C of E Primary School	Desirable	Not quantified	➢	➢	➢	Keynsham
RI.10	Additional Early Years, Primary & Secondary Education capacity in the Rural Areas at Bishop Sutton and Farmborough	Key	£2,500,000	➢	➢	➢	Rural areas
RI.14a	Educational Infrastructure for Whitchurch Urban Extension: expansion of Whitchurch Primary school	Key	c. £800,000	➢	➢	➢	Rural areas
RI.15	Saltford C of E Primary school expansion	Key	£750,000	✓			Rural areas
RI.16	Bathampton Primary School	Desirable	Not quantified	➢	➢	➢	Rural areas
RI.17	Chew Magna Primary School	Desirable	Not quantified	➢	➢	➢	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 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

9.3 There are a total of 14 secondary schools within B&NES:

- 10 Academies
- 1 Foundation School
- 1 Voluntary Aided Catholic School
- 1 Voluntary Aided Church of England School
- (Including 1 Federation of 2 schools)
- 12 schools have sixth forms (the two Voluntary Aided schools share a joint sixth form)
- 10 schools are co-educational
- 1 school is single sex boys and 1 school is single sex girls
- 1 co-educational academy Studio School

9.4 The B&NES primary and Secondary School Organisation Plan[30] (2013-2017) outlines the current level of primary and secondary provision in B&NES, the projected pupil numbers based on births and resident population data up to admissions in September 2017 in detail and in outline within the Core Strategy period arising as a consequence of the future planned housing development expected to be delivered within this period . It gives estimates for the number of school places likely to be required in each of the planning areas across the authority as a result of projected pupil numbers. In some cases it also proposes specific solutions as to how and where these additional places might be provided.

[30] http://www.bathnes.gov.uk/sites/default/files/siteimages/sop_2013-2017_and_beyond_draft_iv_final.pdf

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 then expected to pick up again for admissions into Year 7 in 2017/2018 when the current primary pupils who entered Reception in 2010/2011 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 to provide additional places via CIL. 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. Additional places may be required in the Somer Valley area and possibly in the Greater Bath Consortium area. 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 and one studio school 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 some out of catchment pupils. 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 CIL to expand existing schools and facilities.

Keynsham

9.9 In the Keynsham area there is projected to be sufficient secondary capacity as the majority 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. This includes housing development in Whitchurch which forms part of the Broadlands catchment. 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.

Somer Valley

9.10 In the Somer Valley area secondary pupil numbers are increasing due to housebuilding and it is possible that the capacity available within Somervale and Writhlington schools could start to be met or exceeded at some point in the future. 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 CIL to expand existing schools.

Rural Areas

9.11 There is also projected to be sufficient capacity in the Rural Area at Chew Valley school 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.

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	Key	Not quantified	➢	➢	➢	Somer Valley
MNRI.31	Additional Early Years, Primary & Secondary Education capacity in Radstock	Key	£2,500,000	➢	➢	➢	Somer Valley
MNRI.32	Additional Early Years, Primary & Secondary Education capacity in Paulton	Key	£2,215,000	➢	➢	➢	Somer Valley

EDUCATION: SECONDARY EDUCATION

KI.16	Additional Early Years, Primary & Secondary Education capacity in Keynsham	Key	£2,500,000	➢	➢	➢	Keynsham
RI.10	Additional Early Years, Primary & Secondary Education capacity in the Rural Areas	Key	£2,500,000	➢	➢	➢	Rural areas

EDUCATION: FURTHER & HIGHER EDUCATION

NATIONAL

10.1 The unique mix of academic, occupational and vocational education offered by FE colleges means they have a unique role to play in delivering the Government's skills agenda whilst supporting other cross-government initiatives.

10.2 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.

10.3 Government wants to achieve a position where all colleges operate with estate which is in at least 'Good' condition, fit for purpose, and is versatile enough to efficiently accommodate changes in curriculum, social and economic needs and/or educational delivery.

10.4 ***Studio Schools*** are a new state academy for young people aged 14-19 of all abilities. They offer a dynamic approach to learning, preparing young people with the skills, knowledge and experience they need to succeed in life. Students learn in the real world through working in teams on projects designed to refl ect genuine situations, and through weekly work placements with businesses to develop the employability skills needed to succeed in life and work.

LOCAL

10.5 Currently around 60% of pupils who have completed their secondary school education stay on to access Post 16 education. There is one further education colleges in the district (City of Bath College) which also has a campus at Radstock.

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

INFRASTRUCTURE REQUIREMENT

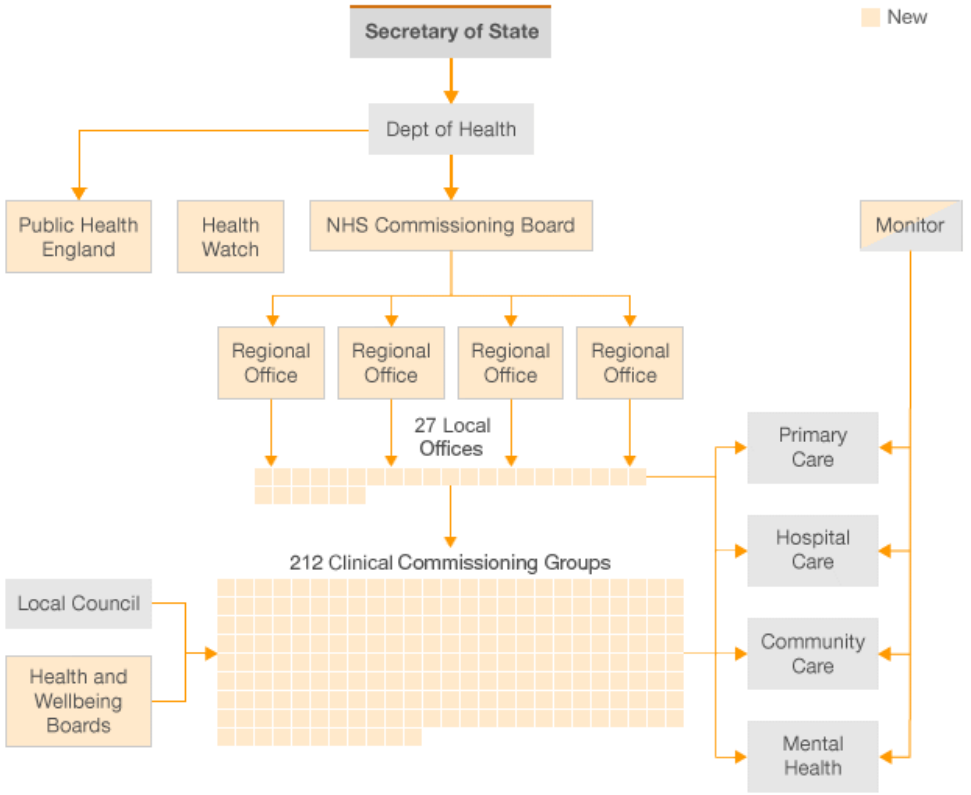
Reference	Item	Status	Estimated Cost	Phasing			Policy Area
				11/12 to 15/16	16/17 to 20/21	21/22 to 25/26	
DWI.20	Further Education	Desirable	Not quantified	➢	➢	➢	District Wide
DWI.21	Higher Education	Desirable	Not quantified	➢	➢	➢	District Wide
BI.47	Construction Skills Academy	Desirable	£10,000,000	➢	➢	➢	Bath
KI.25	IKB Studio School	Desirable	£3,400,000	➢	✓		Keynsham

HEALTH: PRIMARY CARE

NATIONAL

11.1 The ***Health and Social Care Act***[31] 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 is a statutory committee of upper-tier local authorities.

Figure 15: Overall structure of the NHS in England



[31] http://www.dh.gov.uk/health/2012/06/act-explained/

HEALTH: PRIMARY CARE

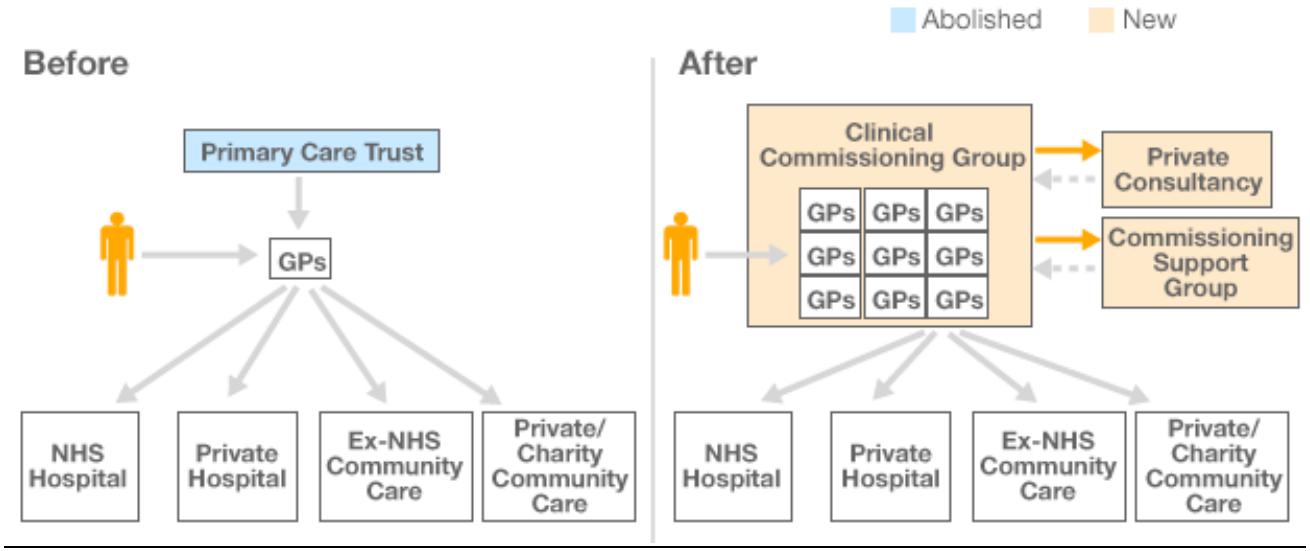
11.2 The NPPF requires planners to promote healthy communities, use evidence to assess health and wellbeing needs, and work with public health leads and organisations.

11.3 The majority of local health services are commissioned by ***Clinical Commissioning Groups*** (CCGs) made up of a number of local general practices. CCGs are 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 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 includes 'delivering, supporting and enabling' improvements in health and wellbeing set out in the Public Health Outcomes Framework.

Figure 16: Clinical Commissioning Groups



HEALTH: PRIMARY CARE

LOCAL

11.6 The ***B&NES JSNA***[32] (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 bowls, liver, kidney and stomach. Excess Winter Mortality peaked between 2006/7 and 2008/9; since 2008/9 the figure has dropped considerably.

11.7 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.

11.8 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 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.

11.9 There are 28 ***GP practices*** within the district. Population growth (based on Core Strategy housing figures) will equate to approximately 16 WTE GPs required based on NHS England calculations, assuming a GP led model for future delivery. Nearly half of the expected increase is likely to be built in the Bath city area. Local authority planning policy representatives and the CCG have presented to the B&NES GP forum, outlining the high level themes.

11.10 Further work is underway to maximise the linkages across public sector services and planning for infrastructure changes. The CCG is coordinating arrangements between NHS England, NHS Property Services, Public Health and Local Authority Planning Policy representatives to discuss future infrastructure requirements in more detail.

[32] http://www.bathnes.gov.uk/services/your-council-and-democracy/local-research-and-statistics/joint-strategic-needs-assessment

HEALTH: PRIMARY CARE

11.11 In October 2014 NHS England and the CCG invested into the development of a local project - 'PCPF', which seeks to respond to the challenges and themes outlined above. Bath and North East Somerset Emergency Medical Services (BEMS+) is a local not-for-profit organisation led by B&NES GPs, and commissioned to run PCPF on behalf of the CCG. One of the workstreams is to develop infrastructure.

11.12 Whilst B&NES CCG does not have a stand-alone primary care strategy, in common with many CCGs the strategic statements are incorporated within the main CCG strategy.

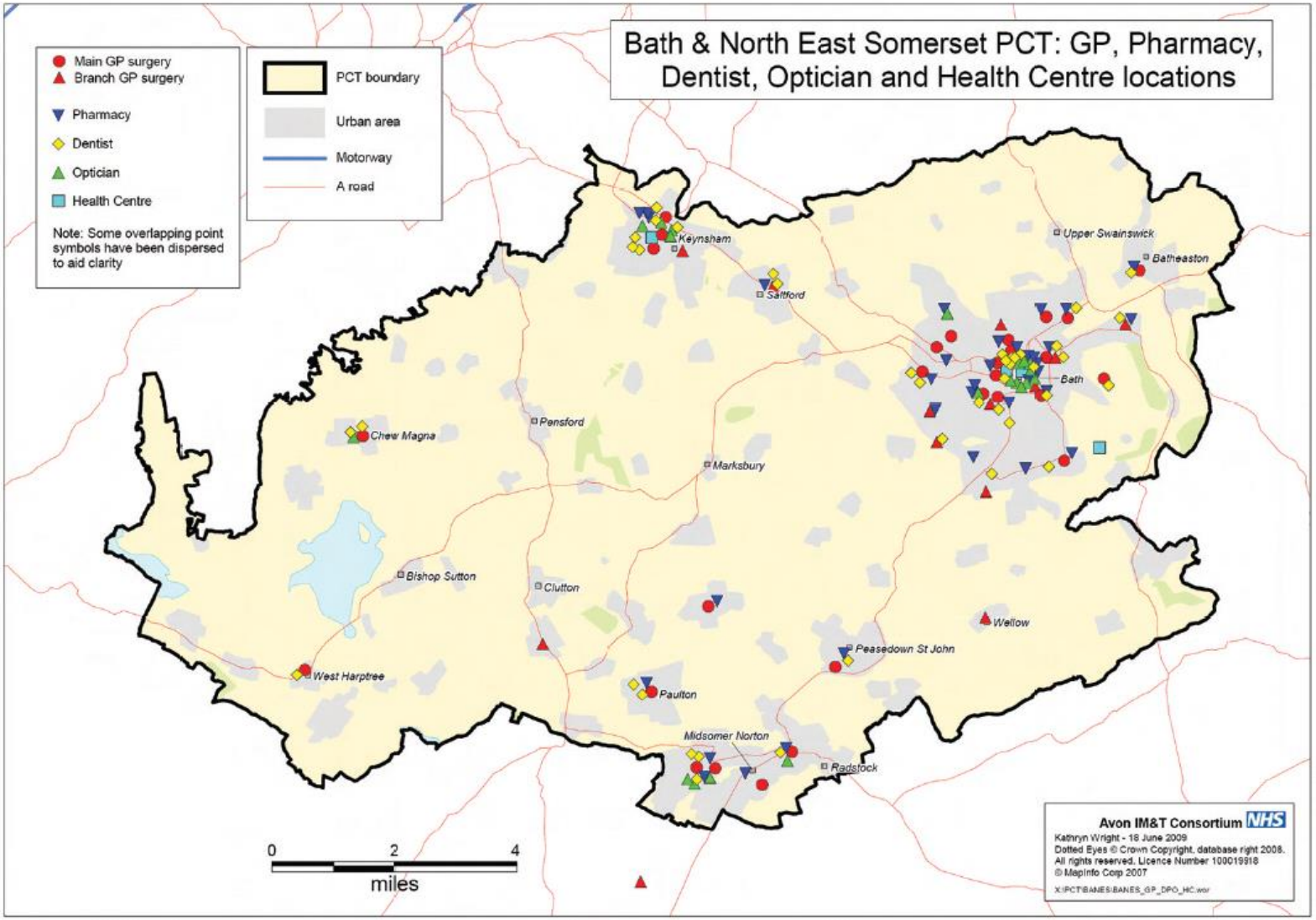
11.13 There are a high number of ***dental practices*** for the population size: 32 practices including 2 corporate groups and a range of independents. There is no overall market domination by any single group. There is a very good geographical spread. Dental services benchmark high against the vital signs quality indicators. B&NES has the lowest re-attendance rate in the South West. Building & estates are of variable quality.

11.14 B&NES has 35 local ***pharmacists*** spread across our local communities with no overall market domination and no significant performance issues.

11.15 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.

11.16 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.

Figure 17: 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
KI.33	New GP surgery at Somerdale	Desirable	£1,500,000	➢	✓		Keynsham
RI.11	Redevelopment of Paulton Hospital	Desirable	£8,000,000	➢	➢	➢	Rural areas

HEALTH: URGENT & ELECTIVE SECONDARY HEALTHCARE

LOCAL

12.1 The ***Royal United Hospitals NHS Foundation Trust*** (RUH) is a busy district general hospital providing acute care and treatment together with maternity services for a catchment population of c. 500,000 in Bath and the surrounding towns and countryside of Somerset (Mendip), South Gloucestershire and Western Wiltshire. It provides a comprehensive range of acute services, including medicine and surgery, services for women and children, accident and emergency and diagnostic and clinical support, primarily from a core site at Combe Park but also increasingly from other community locations (e.g. Paulton and Keynsham). In 2014 an Urgent Care centre was added to the Combe Park site, replacing the former walk-in primary care facilities at Riverside. The Combe Park site is also home to a number of small health related charities, a dialysis facility run by North Bristol trust and a mental health facility run by Avon and Wiltshire Partnership Trust. The catchment for the RUH's services grew in 2014 as a result of the western movement of acute services from Frenchay Hospital in Bristol to Southmead. In 2015, it also acquired the Royal National Hospital for Rheumatic Diseases NHS Foundation Trust (RNHRD), becoming responsible for the Mineral Hospital site at Upper Borough Walls in the centre of Bath and the provision of general and specialist rheumatology, fatigue and pain services for both a local and national population. At the end of 2014/15 it employed around 4800 staff.

12.2 The demands on acute healthcare are driven by a variety of factors including population volume, demographics, rurality and deprivation. They are also influenced by the dynamics of provision across neighbouring hospitals including from time to time capacity constraints and any significant emergency events across a wide geography. The largest proportion of people in the community served by the Trust are in the older age group, however within Bath there is also a higher than national number of younger people as a result of the university student population. The Trust continues to work closely with health and social care partners in B&NES to develop strategies to address the consequent challenges including increasing the amount of out of hospital care provided through greater integration in service provision. Demand for services has increased year on year by before consideration of new housing development projects. Demand management particularly for acute bed based services is a key challenge for the future and usage of ambulatory services across 7 days and extended hours are likely to continue to rise. Given a large rural population as well as city population, detailed transport planning will continue to be a focus going forward.

12.3 The Trust's strategy follows the principles of the ***NHS 5 year forward view*** published in 2014, emphasising whole system integration, prevention and self-care, equality and efficiency and is aligned to local needs and commissioning strategy. It focuses on the delivery of 3 core ambitions:

- System Leader – ensuring that the Trust continues to play a leading role in improving health provision and health outcomes for the population it serves
- Hospital without walls – identifying ways in which more services can be provided outside of hospital and in partnership with other organisations
- Provider of choice – continuing the provision of high quality, evidence based acute services for patients that are responsive to their needs

12.4 The Trust is currently part-way through delivery of a significant ***Estates Strategy***. This replaces poor quality and inefficient infrastructure with purpose designed modern facilities which improve environmental sustainability. Realising the vision will see a fundamental change in the

configuration of the main hospital site, ensuring that the physical environment supports the Trust strategic ambitions and enables the continued delivery of the required range of high quality health services from its Combe Down site and associated community locations.

Phase One (complete)

- Significant improvements in environmental efficiency across the Combe Park site.
- Development of the Dyson Neonatal Intensive Care Unit (NICU) using innovative build techniques to transform service provision for both babies and parents.
- Construction of a new Pathology Laboratory on site, to provide the latest laboratory and mortuary services, releasing land for a new visitor car park.
- Construction of a new Information Management and Technology building, again using innovative and award-winning construction techniques to house both IT services and medical records.
- Refurbishment of many clinical areas including Combe and Waterhouse wards – creating dementia friendly environments to improve the quality of care provided to patients

Phase Two

Phase two of the Estates Strategy will see further redevelopment of the Trust site, not only to enable Phase Three, but also to transform existing services.

- Construction of a new Pharmacy building, commencing in September 2015. Utilising the successful design/construction team from the pathology project, the new pharmacy will house the latest robotic technology and a large aseptic suite which will enable the preparation of chemotherapy, radiotherapy and gene therapy drugs.
- Development of a new Therapies and Rheumatology facility, to accommodate existing therapy provision and some services currently provided at the Royal National Hospital for Rheumatic Diseases including hydrotherapy.
- Construction of new car parks, across the site which will increase provision by almost 400 spaces. This will resolve the current fragmentation of car parking around the site and aims to resolve existing demand challenges.

Phase Three

Phase three of the Estates Strategy will see the completion of the current programme of work on the Combe Park site.

- Development of a new Cancer Centre on the site, linked with the existing Linear Accelerator (for provision of Radiotherapy) bunkers, to provide modern facilities for cancer care and treatment. This building will create a more integrated space on the site, meaning that patients with and living beyond cancer, are able to receive care in an environment that is designed to meet their unique needs.

Crucially, the completion of the development programme will see the demolition of all war time building stock which was of poor quality, thus transforming the RUH site.

12.5 All elements of the Estates Strategy are underpinned by the core principles used in the development of the NICU, specifically the creation of modern, purpose built health environments that support excellent clinical care and outcomes for patients.

12.6 The Trust recognises the requirement to reduce its carbon footprint and has already taken imaginative steps to achieve this. Firstly, it now supplies much of its own heating through a Combined Heat and Power plant, implemented in 2014. Alongside this, new lighting has been installed across the hospital using LED technology to reduce energy consumption. The majority of the existing buildings and all those that are planned as part of the Estates Strategy will be lit by LED lighting. , The Pathology Laboratory, Pharmacy and all new buildings will benefit from photo-voltaic panels again enabling the Trust to generate much of its own energy.

12.7 The Trust works closely with B&NES Council to tackle strategic infrastructure issues and promote sustainable travel. Whilst additional parking has been put in place as part of the redevelopment of the site, there is a need to continue to work together to improve and expand Park and Ride schemes to Combe Park, enabling more patients to use existing parking facilities within the city and reduce the number of patients travelling to the site by car.

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	£27,000,000	➢	➢	✓	District Wide

HEALTH: MENTAL HEALTH

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

HEALTH: COMMUNITY HEALTH & SOCIAL CARE

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.

LOCAL

14.2 ***Sirona Care & Health Community Interest Company*** has been created by B&NES Council and NHS B&NES to run £50m of services, 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 community healthcare and adult social care services.

14.3 Great Western Hospitals NHS Foundation Trust provides maternity services for B&NES residents on the RUH and Paulton hospital sites and in the community.

14.4 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.

INFRASTRUCTURE REQUIREMENT

- None currently identified

NATIONAL

Waste

15.1 Compared to the rest of the EU, the UK generates an average amount of waste per person per year (481kgs), of that above average is still sent to landfill, and it does perform well on material recycling[33]. In 2013, the 'waste from households' recycling rate was 44.2%[34]. Household recycling was also being projected to reach 51% in 2020, slightly exceeding the 50% target of the ***Waste Framework Directive***[35]. However, local authority recycling rates have tended to plateau in recent years with new recommendations and initiatives being proposed to boost performance in the context of austerity savings.

15.2 In England alone, we generate about 177 million tonnes of waste every year. This is a poor use of resources and costs businesses and households' money. It also causes environmental damage - for example, waste sent to landfill produces methane, a powerful greenhouse gas[36].

15.3 Since the industrial revolution, waste has constantly grown. This is because our economies have used a "take-make-consume and dispose" pattern of growth - a linear model which assumes that resources are abundant, available and cheap to dispose of. What we need is a more circular economy. This means re-using, repairing, refurbishing and recycling existing materials and products. What used to be regarded as 'waste' can be turned into a resource[37].

15.4 The Department for Environment, Food and Rural Affairs (Defra) reported that the Waste Management industry contributed £6.8 billion to the British economy in 2013, and supported 103,000 jobs in the UK. Broadening the definition to include repair, re-use and leasing activity that help extend the life of products, the contribution to the economy could be much greater[38].

15.5 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. A report by the Associate Parliamentary Sustainable Resource Group (APSRG) in September 2011 estimated that the UK needed to invest £8bn in improving waste infrastructure and management by 2020[39]. Waste and recycling development is subject to detailed waste planning policies set out in the ***National Planning Policy for Waste*** (2014) which all local planning authorities should have regard when discharging their responsibilities[40].

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[33] http://ec.europa.eu/eurostat/web/products-datasets/-/tsdpc240
[34] https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/375945/Statistics_Notice_Nov_2014_Final__3_.pdf
[35] https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/251567/pb13883-forecasting-2020-waste-arisings-131017.pdf
[36] https://www.gov.uk/government/publications/2010-to-2015-government-policy-waste-and-recycling/2010-to-2015-government-policy-waste-and-recycling
[37] http://ec.europa.eu/environment/circular-economy/index_en.htm
[38] https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/401453/resource-management-catalyst-growth-productivity.pdf
[39] http://www.policyconnect.org.uk/apsrg/research/report-rubbish-resource-financing-new-waste-infrastructure
[40] https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/364759/141015_National_Planning_Policy_for_Waste.pdf

15.6 The Government's ***Waste Management Plan for England*** (December 2013) set out the current position and the policies in place to help move towards preventing and managing waste to support the growth of the economy and to continue to protect the environment. It covers briefly some of the developing technologies available to recycle and treat household and similar commercial & industrial waste, rather than send it to landfill[41].

LOCAL

Waste

15.7 The West of England's ***Joint Waste Core Strategy*** aims to minimise waste and maximise self-containment within the West of England for Local Authority Collected Waste (mainly household) as well as the other substantial waste streams from businesses[42].

15.8 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. The latter has planning consent (Planning ref 15/00741/MRES, August 2015) to build a Materials Recycling Facility (MRF).

15.9 Local authorities are also responsible as ***Waste Collection and Disposal Authorities*** for delivering the collection services, recycling and treatment outcomes that best meet the needs of the local people they serve, within legislative and policy frameworks. The Council has recently reviewed its ***Towards Zero Waste 2020 Strategy*** to ensure it provides an up-to-date platform for future service design and provision[43].

15.10 The Council also works with its West of England partner authorities on a joint waste management strategy to assess and maximise communications, procurement and contracting efficiencies. This is focussed particularly on residual household waste, and is currently under review by the 4 authorities, with reference to requirements beyond 2020[44].

15.11 The Council's own waste assets in the district comprise 3 public Recycling Centres, collections and cleansing depots and a waste transfer station. These deliver the wide-ranging and high-performing collection, recycling, disposal and street cleansing services that our residents are encouraged to participate in[45].

[41] https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/265810/pb14100-waste-management-plan-20131213.pdf
[42] http://www.westofengland.org/waste-planning/adopted-joint-waste-core-strategy
[43] http://www.bathnes.gov.uk/sites/default/files/siteimages/waste_strategy_review_2014.pdf
[44] http://www.bathnes.gov.uk/services/bins-rubbish-and-recycling/waste-strategy-statistics-and-health-safety/west-england-joint-s
[45] http://www.bathnes.gov.uk/services/bins-rubbish-and-recycling

15.12 These need to be redeveloped or rebuilt as new facilities, in line with forecast growth in population and households through the Core Strategy; to adapt to further changes in waste, environmental and health and safety legislation; and to maximise operational efficiencies and budget containment.

Minerals

15.13 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.

15.14 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.

15.15 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 are contained in the Placemaking Plan as part of a review of existing minerals policies in the Local Plan.

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
BI.3h	Relocation of Bath Public Recycling Centre Facility	Key	£3,500,000	➢	✓		Bath
BI.13	Former Fuller's Earth Works Residual Waste Treatment Site	Key	Not quantified	➢	➢	➢	Bath

MINERALS & WASTE

KI.15	Broadmead Lane Residual Waste Management Site	Key	Not quantified	➢	➢	➢	Keyns ham
KI.19	Relocation of waste and recycling operations to Pixash Lane	Key	£12,200,000	➢	✓		Keyns ham

WATER & DRAINAGE: POTABLE WATER SUPPLY

NATIONAL

Primary legislation	
Water Resources Act 1991[46]	Water Industry Act 1991[47]
Water Act 2003[48]	Environment Act 1995[49]
Draft Water Bill[50]	

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 (Ml/d) and could increase to 1215 Ml/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.

16.5 The Environment Agency's ***Water Resources Strategy for England and Wales***[51] 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

46 http://www.legislation.gov.uk/ukpga/1991/57/contents
47 http://www.legislation.gov.uk/ukpga/1991/56/contents
48 http://www.legislation.gov.uk/ukpga/2003/37/contents
49 http://www.legislation.gov.uk/ukpga/1995/25/contents
50 http://www.defra.gov.uk/environment/quality/water/legislation/water/
51 http://publications.environment-agency.gov.uk/PDF/GEHO0309BPKX-E-E.pdf

drought management and ensuring security of supply. The Water Resource Strategy is supplemented by a number of regional action plans[52]. 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[53].*** 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.

16.7 The ***Water White Paper (Water for Life)*** describes the Governments vision for future water management. The guiding principles of the ***Water Resources Planning Guidelines*** (2012) produced by the Environment Agency, Defra and Ofwat summarise the key Government aspirations which include:

- **Reducing the demand for water:** water companies to show how they will promote the efficient use of water to customers and to reduce per capita consumption; to raise customer awareness of the links between their water use, their bill and their local environment; and to ensure that leakage does not rise.
- **Water trading and cross boundary solutions:** improvements to the interconnections between the water supply systems of different companies; Government to look to water companies and Ofwat to facilitate short distance strategic interconnection projects to incrementally build up a more integrated water network in the UK.

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 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 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.

[52] http://publications.environment-agency.gov.uk/PDF/GEHO1209BRLB-E-E.pdf
[53] http://www.ofwat.gov.uk/aboutofwat/reports/forwardprogrammes/rpt_fwd_20100303ofwatstrategy.pdf

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***[54] 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***[55] (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.

LOCAL

Companies operating within B&NES	
Wessex Water (supplying Bath)	Bristol Water (supplying the rest of B&NES)

[54] http://www.official-documents.gov.uk/document/cm80/8082/8082.pdf
[55] http://www.environment-agency.gov.uk/research/planning/33362.aspx

16.13 ***Bristol Water*** is a regulated 'water only supply company' and provide drinking water to over 1.2m 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 published their ***Strategic Direction Statement*** (Water – the Way Ahead 2015-2040) in 2012. Wessex Water's current ***Business Plan***[56] was approved in 2014. It expects a 19% increase in the population within the Wessex water supply area by 2040. They also have an approved ***Water Resources Management Plan***[57] for future growth which projects a significant surplus of resources over demands. This builds in projected rates of housebuilding in line with local authority forecasts. Future demand can be met from existing resources and there are contingency plans in place of drought measures. No new abstraction licenses are required. The water supply grid project will enable this by giving Wessex the ability to redistribute surplus water to where it is needed throughout their water supply area.

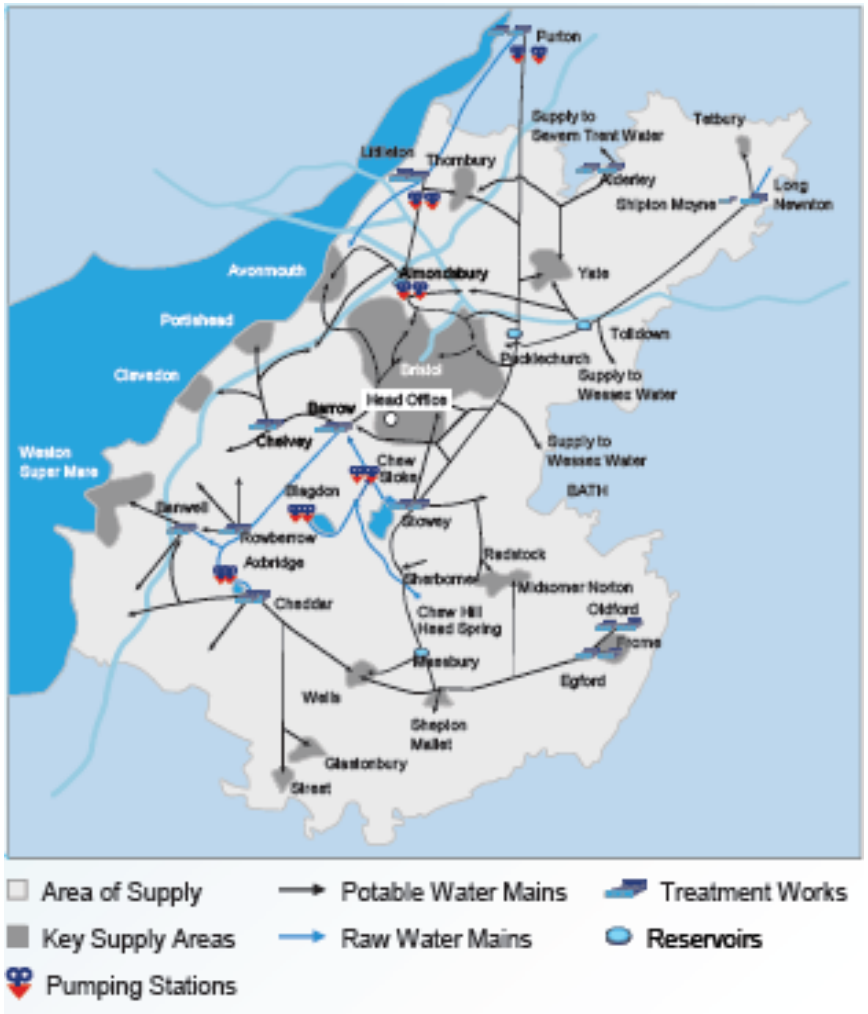
Figure 18: Wessex Water supply area

[56] http://www.wessexwater.co.uk/businessplan/
[57] http://www.wessexwater.co.uk/uploadedFiles/Corporate_Site/Final%20WRMP%20Technical%20Report.pdf

Figure 19: Wessex Water supply grid project

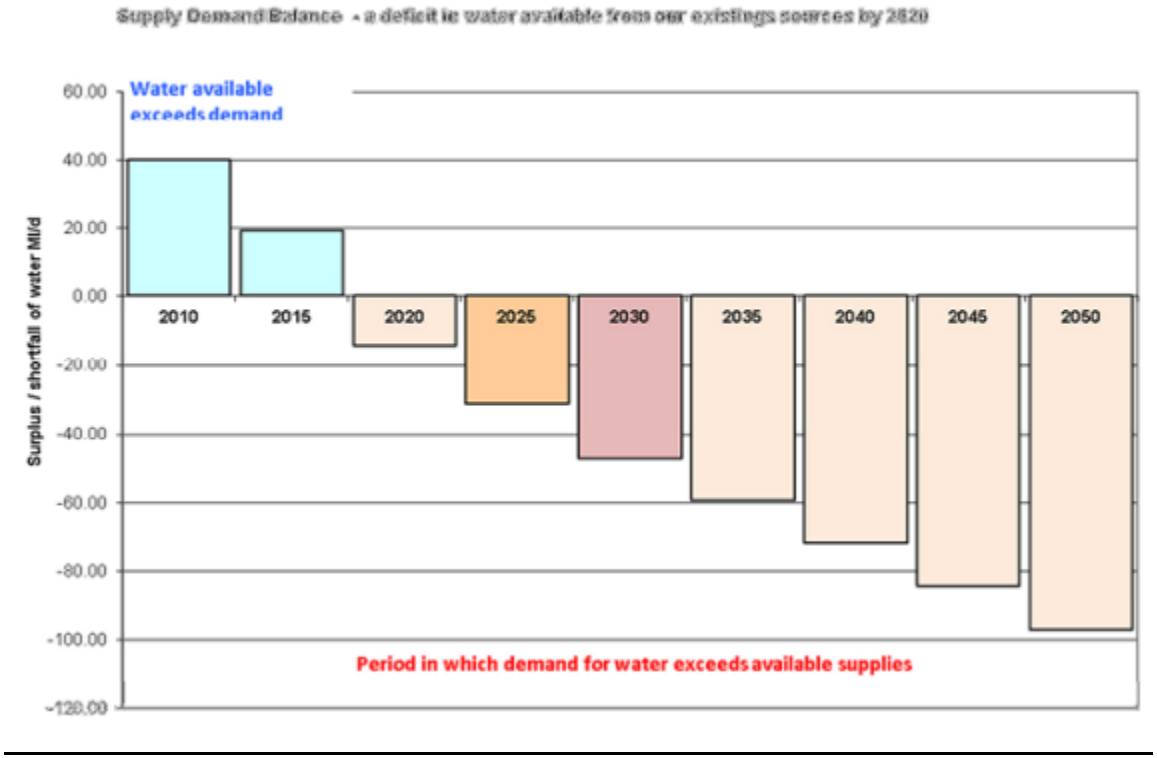
16.15 ***Bristol Water's*** principle water sources are the Mendip Lakes (Chew, Blagdon and Cheddar) and the Gloucester-Sharpness canal. The Environement Agency considers Bristol Water as a 'high water stress area'.

Figure 20: Bristol Water supply area (Bristol Water)



16.16 The ***Bristol Water Resource Management Plan***[58] (WRMP) considers the period 2015-2040. Current resources are sufficient to provide for an average daily demand for water of around 300 million litres. Projections for regional population and housing growth are expected to increase the demand for water by 15% by 2045, which will exceed the water available. At present there is sufficient water available to meet the short term growth in demand up to 2019. Remedial action is therefore identified to both decrease demand for water and to increase the water available for use.

Figure 21: Bristol Water Supply Demand Balance (Source: Bristol Water)



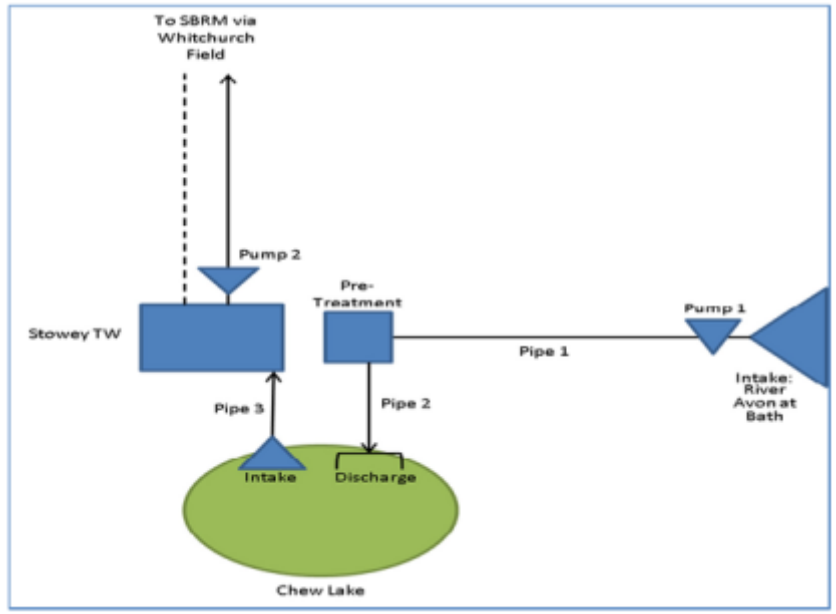
[58] http://www.bristolwater.co.uk/environment/water-resource-plan/2014-water-resource-plan/

16.17 The WRMP includes a list of best value schemes within a long term programme of measures to ensure a sustainable balance between supply and demand over the next 30 years. Leakage control, metering and water efficiency schemes will delay the deficit in water available until 2025. Additional resource development schemes are included in the WRMP to meet this projected deficit. This includes transferring some of the spare capacity from Wessex Water. At the time of writing, the ***Bristol Water Business Plan*** (2015-2020) is in the process of being determined by Ofwat.

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.

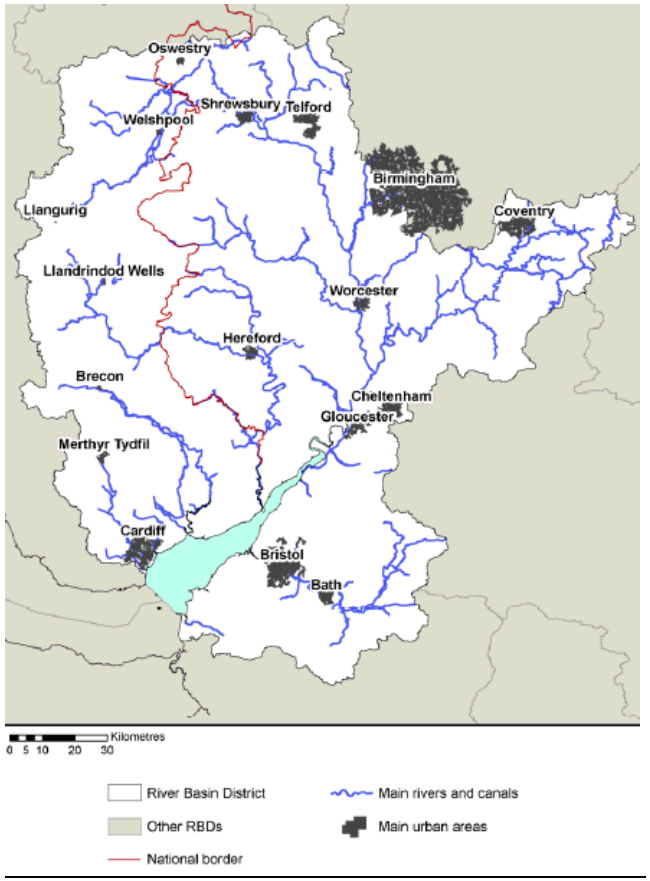
16.19 However, it is possible that during a future Plan period there may be a need to consider options to provide additional resources within B&NES. The WRMP identifies options including the River Avon to Chew pump assisted recharge (yield 25ml/d); pumped refill of Chew Valley Reservoir, and a new reservoir at Chew Stoke.

Figure 22: Potential Long Term River Avon to Chew pump assisted recharge scheme (Bristol Water)



16.20 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***[59] which focuses on the protection, improvement and sustainable use of the water environment which has been prepared under the Water Framework Directive.

Figure 23: Map of Severn River Basin District (Environment Agency)



[59] http://publications.environment-agency.gov.uk/PDF/GEMI0910BSSK-E-E.pdf

16.21 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.

16.22 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 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.

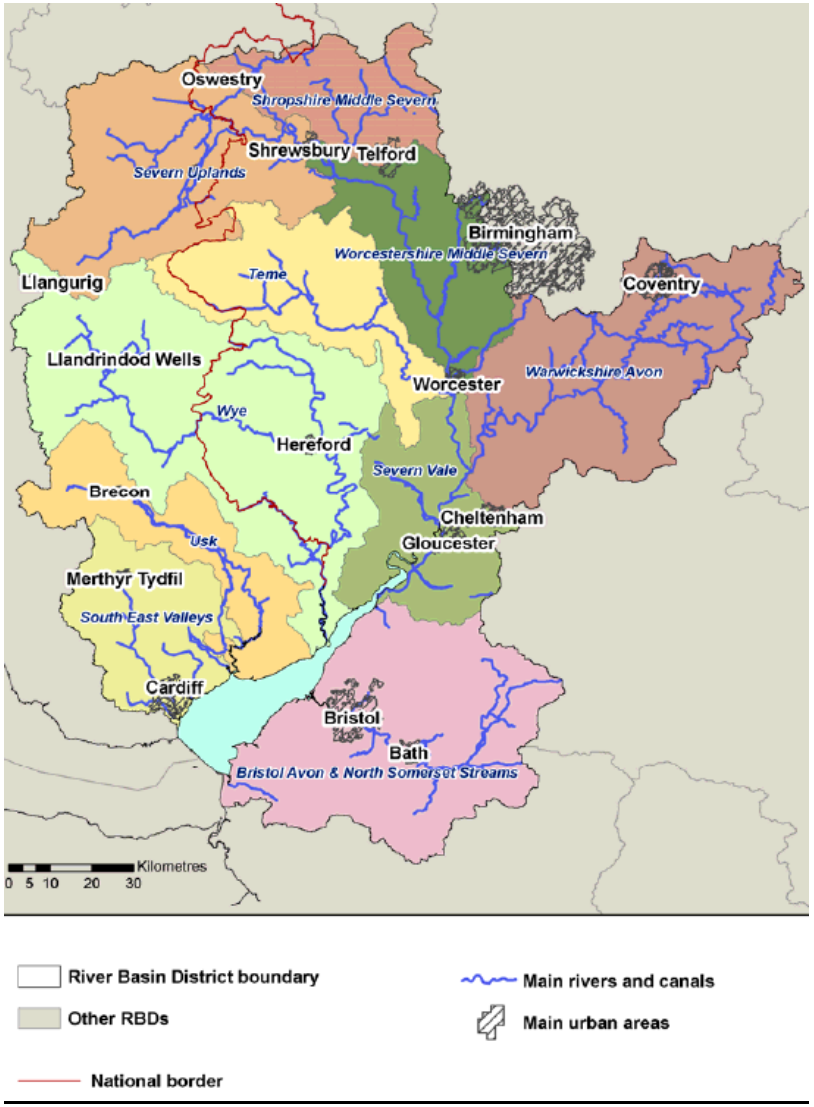
16.23 B&NES lies within the Bristol Avon and North Somerset Streams catchment area. The major discharges in this catchment are from sewage treatment works and these can lead to signs of nutrient enhancement at times of low flows.

16.24 The Environment Agency manages resources through a ***Catchment Abstraction Management Plan*** (CAMS) for the River Avon[60]. 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.

16.25 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.

60 http://publications.environment-agency.gov.uk/PDF/GESW1004BIJV-E-E.pdf

Figure 24: Map of the Catchments in the Severn River Basin District (EA)



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	£289,000,000	➢	➢	➢	District Wide
DWI.7a	River Avon to Chew pump assisted recharge	Desirable	£92,000,000			➢	District Wide

WATER & DRAINAGE: WASTE WATER & DRAINAGE

NATIONAL

Primary legislation	
Water Act 1989[61]	Water Industry Act 1991[62]
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.

[61] http://www.legislation.gov.uk/ukpga/1989/15/contents
[62] 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)***[63] 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[64],*** 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[65]*** (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.

[63] http://eur-lex.europa.eu/LexUriServ/LexUriServ.do?uri=CELEX:31991L0271:EN:NOT
[64] http://ec.europa.eu/environment/nature/legislation/habitatsdirective/index_en.htm
[65] http://www.environment-agency.gov.uk/business/sectors/33071.aspx

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 A petrol interceptor will be required for commercial or industrial parking areas that store wrecked or impounded vehicles, or areas that have a high likelihood of high oil and grease loadings e.g. vehicle repair, vehicle sales, and vehicle fuelling services.

17.9 The ***National Policy Statement for Waste Water***[66] (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.

17.10 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

17.11 ***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***[67] (the

[66] http://www.defra.gov.uk/publications/files/pb13709-waste-water-nps.pdf
[67] http://www.wessexwater.co.uk/about/threecol.aspx?id=2984

'business plan'), agreed with the regulator Ofwat, that reflects the funding necessary to operate the business and to undertake new investment every 5 years.

17.12 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.

17.13 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.

17.14 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.

17.15 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
BI.41e	Sewage infrastructure requirements at Odd Down Urban Extension	Key	Not quantified	➢	➢	➢	Bath
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	Key	Not quantified	➢	➢	➢	Keynsham

	East of Keynsham Urban Extension						
KI.21e	Sewage infrastructure requirements at South of Keynsham Urban Extension	Key	Not quantified	➢	➢	➢	Keynsham
RI.14d	Sewage infrastructure requirements at Whitchurch Urban Extension	Key	Not quantified	➢	➢	➢	Rural Areas

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***[68] 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 reduces the risk of flooding and its consequences. 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/EC[69] 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 people 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 development needs without compromising the ability of future generations to meet their own needs. The delivery of the policies from these long term plans helps 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 six-year investment plan.

18.5 Storm water running from roofs, roads and other impermeable areas must be conveyed to mitigate against flood risk. This may be through a piped system, channels or swales. The following criteria is required by the NPPF for management of surface water for different storm events:

[68] http://www.official-documents.gov.uk/document/other/9780108510366/9780108510366.pdf
[69] http://ec.europa.eu/environment/water/flood_risk/index.htm

Storm event return period	General approach	Flooding allowable	Discharge to water course
≤30	Attenuate locally and convey within drainage system	No surface water flooding	Greenfield rate
≥30 ≤100 + 30% (to allow for climate change)	Attenuate locally and excess flow into secondary attenuation system	Allow minimal surface water flooding – controlled on-site	Greenfield rate
≥100 + 30% (to allow for climate change)	Overflow controlled to minimise flood risk	Emergency flood routing to watercourse	Greenfield rate + overflow

18.6 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

18.7 Most of B&NES falls within the boundaries of the ***Bristol Avon Catchment Flood Management Plan***[70] (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'.

18.8 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. 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.

18.9 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.

[70] http://www.environment-agency.gov.uk/static/documents/Leisure/_CFMP_Bristol_Avon_2012.pdf

18.10 The Environment Agency have allocated funding for the ***Weston Catchment Flood Alleviation Scheme*** as there are a number of old watercourses, sinks and springs that cause flooding within the area. This will provide Weston with improved protection from surface water and watercourse flooding.

18.11 B&NES Council is a ***Lead Local Flood Authority*** (LLFA) and has produced a ***Local Flood Risk Management Strategy***[71], as required under the Flood and Water Management Act 2010. The Strategy deals with the management of flood risk and flooding from local sources – surface water, groundwater, and 'ordinary watercourses' (commonly small streams and ditches).

18.12 The Council also become a ***Sustainable Urban Drainage Approval Body (SAB)*** in October 2014. 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.

18.13 The preferred and most cost-effective approach to managing surface water on development sites is to use a variety of SUDs incorporated into the design and layout of the development. This approach sets a priority on 'source control' (reducing the runoff at the source – where the rain falls).

18.14 Incorporating these features into the landscape and pavements has a number of dual benefits including water quality, scenic value and biodiversity (see Green Infrastructure section for more details).

18.15 Permeable paving includes a number of surface finish options including porous asphalt, porous concrete, blocks, gravel or grass-grid. Permeable paving is often combined with cellular storage of surface water, therefore serving a dual purpose of attenuation and improving water quality. Silt and other pollutants are filtered improving the water quality of water discharged through infiltration or to the receiving watercourse. Hydrocarbons may also be broken down through bio-chemical processes within the sub-base.

18.16 Many conveyance options also provide additional storage. Kerb drainage, open channels, swales, filter drains and pipe systems may be utilised.

18.17 The B&NES ***Strategic Flood Risk Assessment***[72] creates a strategic framework for making planning decisions and gives a baseline assessment of the existing flood risk. The SFRA does not eliminate the need for more detailed site specific flood risk assessments (FRAs) for any proposed development sites. Rather the SFRA provides a strategic overview of information for these site specific FRAs to draw upon and identify more detailed issues associated with flood hazards and flood consequences for this sites.

[71] http://www.bathnes.gov.uk/consultations/local-flood-risk-management-strategy
[72] http://www.bathnes.gov.uk/sites/default/files/sitedocuments/Planning-and-Building-Control/Planning-Policy/Evidence-Base/Flood-Risk/SFRABNESExecutiveSummary.pdf

Bath

18.18 The 1960s Bath Flood Defence Scheme was designed to pass flood flows as efficiently as possible through the city, achieved by providing a large capacity 'canalised' channel, which effectively acts as a flume to convey a significant volume of flow. The intention was for the channel to be 'self-cleansing'. This means that any silt that settled within the channel would be remobilised naturally by higher flows. This appears to have been largely successful. The Environment Agency has had a programme of surveying the bed levels of the channel of this area and has seen little change over many years suggesting that there has been no significant change at all in the standard of protection delivered by this scheme.

18.19 When the Avon exceeds its bank-full capacity, water will flow onto its floodplain and return to the river where topography and river levels allow. Ground raising within development sites within Bath City Centre and the Riverside Corridor will reduce the extent to which water could flow along the floodplain to add to the total volume conveyed through Bath during extreme floods. Detailed work has been undertaken by Black and Veatch (including a hydrological study) which 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***[73] 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. This work, which will enable the key employment sites in the Enterprise Area 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.

18.20 The joint Environment Agency / B&NES ***Bath River Avon Options Appraisal*** project is currently progressing with a number of flood defence options to reduce the risk of flooding to Bath. It is likely that this will consist of improvements / replacements at Twerton and Pulteney Gate, together with flood defences throughout the city. This major capital scheme is proposed to reduce the existing risk and to mitigate the predicted impact of climate change, thereby facilitating the Council's regeneration proposals. Further investigative work will be necessary within the next year to secure business cases, formulate an outline programme of delivery and quantify costs, which will be refined once the preferred option has been identified.

[73] 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

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
BI.2	Bath Quays Waterside	Key	£6,200,000	➢	✓		Bath
BI.40	Weston Catchment Flood Alleviation Scheme	Key	£1,900,000	➢	➢	➢	Bath
BI.48	Pulteney Weir / Decommissioning of Radial Gate	Key	£5,700,000	➢	✓		Bath
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 1993[74]	Railways Act 2005[75]

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 ***Network Rail*** is a statutory undertaker responsible for maintaining and operating the country's railway infrastructure and associated estate. Network Rail owns, operates, maintains and develops the main rail network, including tracks, stations, signalling systems, bridges, tunnels, level crossings and viaducts.

19.3 The ***High Level Output Specification*** (HLOS) and ***Statement of Funds Available*** (SOFA) for ***Control Period 5***[76] (CP5 2014 to 2019) 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).

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 priorities include:

- increase capacity and accelerate journey times between the core cities, investing in faster trains (Intercity Express Programme) and route improvements;
- 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

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 ***Devolving Local Major Transport Schemes***[77] (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

[74] http://www.legislation.gov.uk/ukpga/1993/43/contents
[75] http://www.legislation.gov.uk/ukpga/2005/14/contents
[76] http://www.dft.gov.uk/publications/hlos-2012/

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 2012[78]. 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

19.7 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. Recent studies such as the MetroWest Interim Report have revealed that it would be possible to increase the capacity of the Great Western main line substantially.

Figure 25: 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

19.8 Network Rail's recommendations for the longer term upgrade strategy are set out in detail in the ***Great Western Route Utilisation Strategy***[79] (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

[77] http://www.dft.gov.uk/consultations/dft-2012-04
[78] http://www.dft.gov.uk/news/statements/baker-20120918a/
[79] http://www.networkrail.co.uk/browse%20documents/rus%20documents/route%20utilisation%20strategies/great%20western/great%20western%20rus.pdf

Wood (***Four-Track***) and increasing station capacity at Bristol Temple Meads. Four-track involves building two new tracks (to sit beside the existing two tracks) between Dr Days Junction and Filton Abbey Wood in Bristol. The two new tracks will provide additional capacity that can be used for expected growth in freight, local and long distance passenger services. One pair of lines will predominantly be used for fast long distance services, and the other pair for local stoppers. This work is essential for the MetroWest Project.

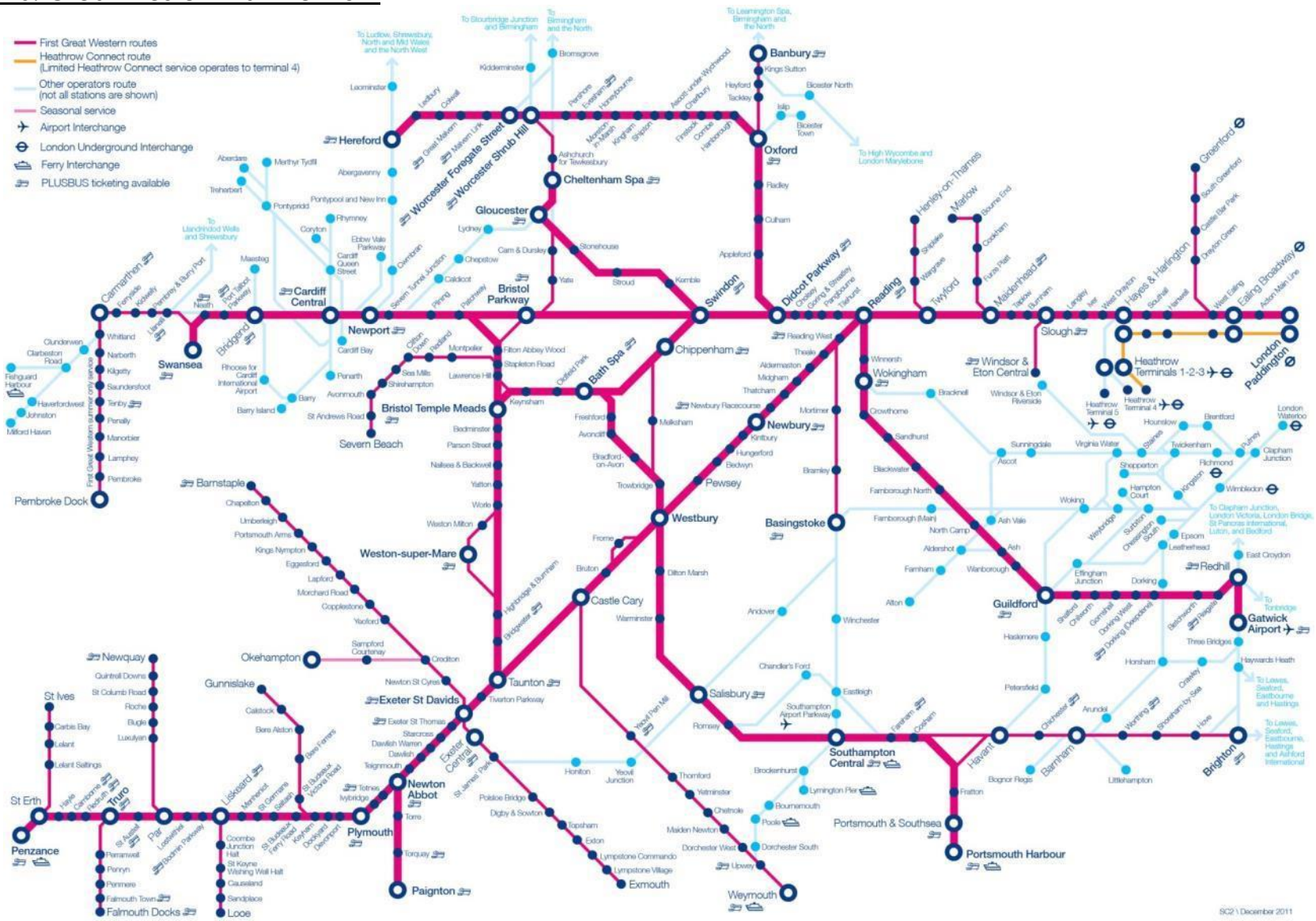
19.9 Network Rail announced a £700m investment programme on 31st March 2014 to introduce 3,200 more seats during peak hours through Bristol. Amongst other projects, the programme includes electrification, four tracking of Filton Bank and remodelling at Bristol East Junction.

19.10 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.

19.11 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***). Rolling stock financing is now complete for the Great Western element of IEP, and the project is on schedule. Electrification and the IEP are both identified in the top 40 priority infrastructure investments in the National Infrastructure Plan.

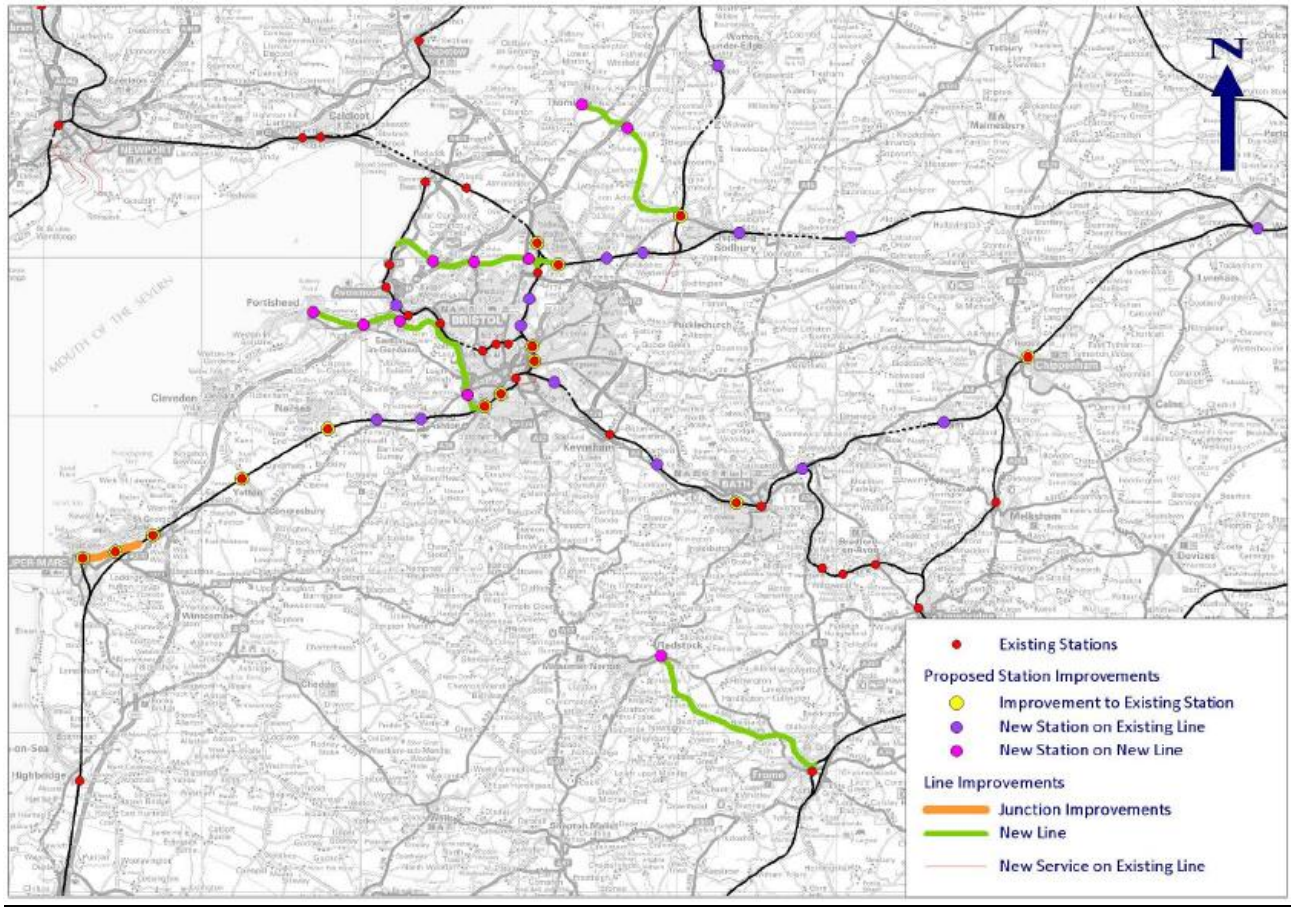
19.12 The new ***Great Western franchise*** was due to commence in July 2013, but following the review of the flawed West Coast rail franchise competition in 2012, the Secretary of State for Transport terminated the Great Western franchise competition in January 2013. This was to allow for a more fundamental review of the franchise proposition. The new franchise will not begin until 2018. The Government regards the outcome of the franchise competition to be of national significance. 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 26: Great Western Rail Network



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 documents[80].

Figure 27: Aspirational West of England Rail Schemes Identified in Recent Documents



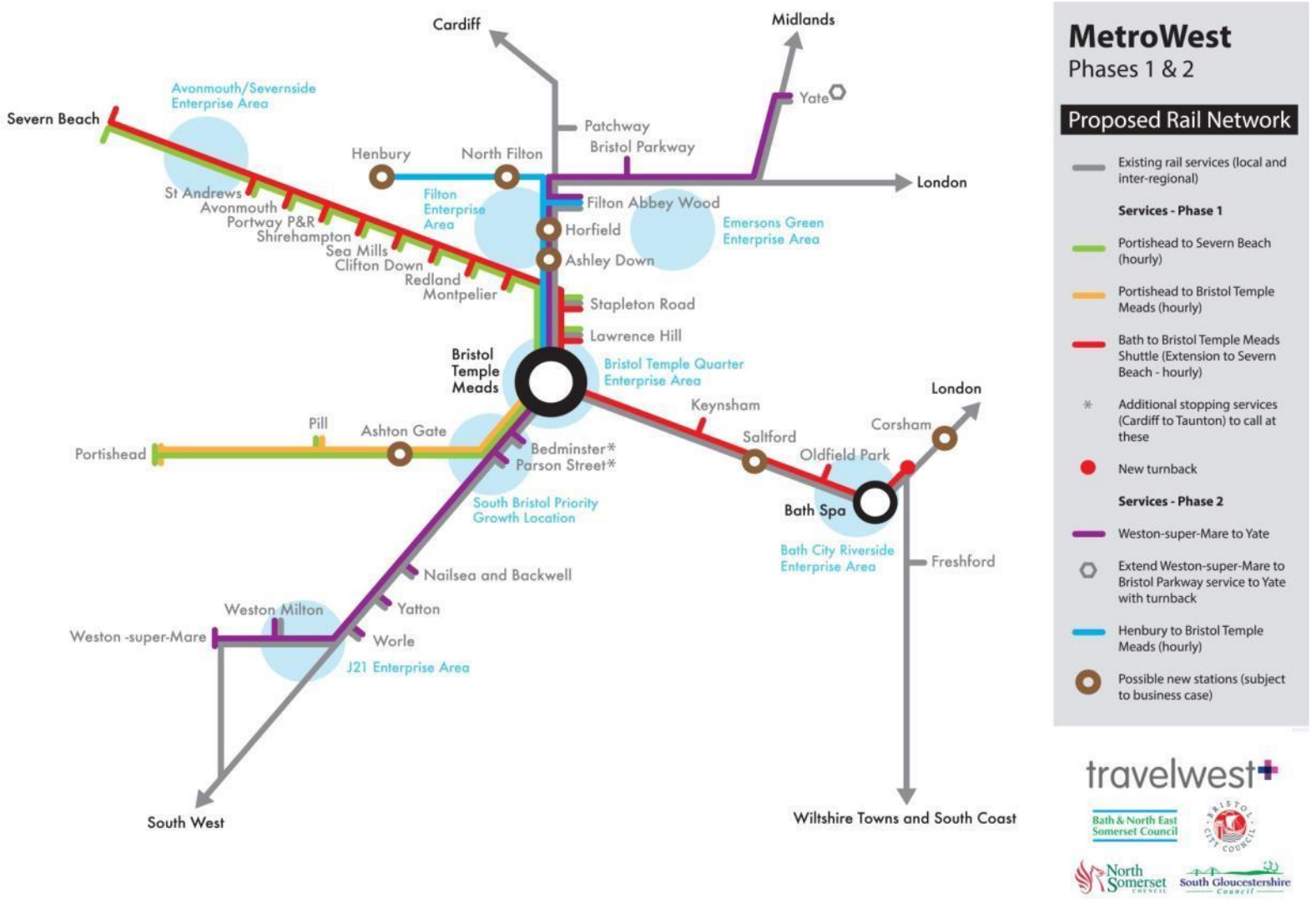
[80] WoE Joint Local Transport Plan 3 2011 – 2026 (WoE JLTP3); Great Western RUS 2010 (GWRUS); Network Rail Freight RUS 2007 (NRFRUS); WoE Discussion Note to Department for Transport on Electrification 2011; WoE Rail Conference (November 2011); Transport Alliance for Greater Bristol "Growing Bristol's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

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 MetroWest project 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 ***MetroWest Project*** 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. The MetroWest project could be delivered in two phases; phase one would see increased capacity and frequency at Oldfield Park, Bath Spa and Keynsham. As part of a separate 'new stations' package Saltford Station could be reopened. 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 Given the scope of the rail network, it is possible that improvements outside the area will support more train travel such as the creation of new stations in Wiltshire (including Corsham) or the Bristol area, enabling people to access rail services more easily.

19.16 Phase 1 of MetroWest was approved as the priority scheme of the Local Transport Body Board at their inaugural meeting in March 2013.

Figure 28: MetroWest Phases 1 and 2: proposed Rail Network



TRANSPORT: RAIL

19.17 The ***Keynsham Transport Strategy*** highlights the importance of Keynsham railway station. As part of Phase 1 of the MetroWest project, regular half hourly train services would be introduced from Keynsham to Bristol and Bath by 2019. By effectively doubling the number of trains stopping at Keynsham, it is forecast that more people will travel by train for both work related and retail/leisure trips. So improved rail services will help in addressing peak hour traffic congestion, particularly if Keynsham residents walk, cycle or catch the bus to the station. To encourage the use of rail, local improvements are proposed for access to Keynsham station.

19.18 The West of England has also drawn up an initial long list of future major schemes[81] 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.

19.19 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 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.

19.20 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.

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

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

[81] http://www.westofengland.org/media/247108/item%2010%20-%20jtec%20devolved%20major%20schemes%2019%20june%2012.pdf

TRANSPORT: RAIL

DWI.37	Signal improvements at Bath Spa & Bristol area	Desirable	Not quantified	✓			District Wide
DWI.38a	MetroWest Rail Project Phase 1: Bath Spa to Severn Beach or Portishead hourly service including new turnback facility at Bathampton	Key	£2,760,000	➢	✓		District Wide
DWI.38b	MetroWest Rail Project New Stations Package: new station at Saltford	Desirable	£5,500,000		➢	✓	District Wide
KI.6a	Improvements to Keynsham Railway Station	Key	Not quantified	➢	➢	✓	Keynsham
RI.12	Step free access to Freshford Station	Desirable	Not quantified	➢	➢	➢	Rural areas

TRANSPORT: HIGHWAYS

Primary legislation	
Traffic Management Act (2004)	

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. ***Highways England*** 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 1980[82].

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 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. Highways England 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 Highway England'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.

20.4 The ***South West Peninsula Route Strategy Evidence Report*** was published in 2014 by Highways England. It highlighted that the gap between the A36 and the A46 was a potential issue where the SRN is discontinuous in the Bath area.

20.5 The ***Local Transport White Paper[83]*** (January 2011) invites LEPs to identify strategic transport priorities across their areas, engaging with, among others, Highways England and the DfT. On 31 January 2012, the Department for Transport issued a consultation paper titled ***'Devolving local major transport schemes'***[84]. 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

[82] http://www.legislation.gov.uk/ukpga/1980/66
[83] http://assets.dft.gov.uk/publications/making-sustainable-local-transport-happen/making-sustainable-local-transport-happen-whitepaper.pdf
[84] www.dft.gov.uk/consultations/dft-2012-04

agent such as Highways England 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.

LOCAL

District Wide

20.6 The ***West of England Joint Local Transport Plan*** (2010) is the 15 year vision for transport investment in the West of England. It was agreed by the Council in 2010, and covers the period 2011-2026.

20.7 A new West of England Joint Transport Strategy is being developed to support the West of England Joint Spatial Plan.

Bath

20.8 The ***Bath Transport Strategy*** was approved by the Council's Cabinet on Wednesday 12 November 2014 and formally adopted on Thursday 13 November 2014. A number of initiatives have already been delivered including three Park and Ride sites, an ongoing parking strategy, Local Sustainable Transport Fund measures and using Better Bus Area funding.

Figure 29: Bath Transport Strategy Vision

Bath will enhance its unique status by adopting measures that promote sustainable transport and reduce the intrusion of vehicles, particularly in the historic core.

This will enable more economic activity and growth, while enhancing its special character and environment and improving the quality of life for local people.

20.9 Bath has all the pre-conditions to be an exemplar sustainable transport city with strong public transport, a cycling culture (taking into account the topographical constraints) and a high proportion of walking trips. This, coupled with the unique built environment and development site potential, presents significant opportunities to transform the city to one where sustainable transport takes a dominant role and where traffic movement is managed more effectively. This does not mean that the Strategy is anti-car but instead rebalances transport options against the economic and environmental needs of the city. Car use will continue to be important and in some cases the only option but containing the number of journeys made by car will benefit everyone in terms of health, environment and local economic activity. A range of measures are proposed which, in combination, will address the objectives of the strategy.

20.10 Parking in particular is a key issue and progressive reductions in the supply of public on- and off-street parking to support a shift to the provision of long stay parking at Park and Ride sites have been implemented in recent years. This policy needs to be strengthened and extended to create more long stay capacity at the periphery, in tandem with further constraints on parking in the central area.

20.11 Parking is a key determinant of journeys and can be managed accordingly. It is proposed to continue the progress made in Bath to relocate long stay parking at Park and Ride sites, thus reducing vehicle movements into the constrained city centre. This underlies the efforts to reduce the impact of traffic and, while Park and Ride alone will not provide the solution, it is a valuable component of the wider strategy. It enables long stay spaces to be relocated at the periphery which creates options for the central area – converting long stay to short stay spaces or reducing capacity in favour of other land uses while reducing traffic levels. This works in favour of economic activity and is a more efficient use of scarce space in the centre, presenting opportunities to improve the walking environment. The overall supply of parking can be maintained with increases in Park and Ride capacity offsetting reductions elsewhere.

20.12 It will be desirable to withdraw more off-street spaces over time in tandem with expansion of the Park and Ride offer. The eventual closure of Avon Street car park will mean that over 600 spaces are displaced, whilst the reduction in the city centre could be higher if other car park sites are developed as part of the Enterprise Area.

20.13 With the possible reduction in city centre parking capacity, greater use of Park & Ride will need to be made and encouraged, particularly for those staying three hours or more. However, good provision for shorter stays should remain in the city centre, whilst aiming to reduce traffic levels in the centre itself. All car trips into the city centre requiring parking could then be directed to the nearest car park on the edge of the centre, based on their incoming route. With the above system, the need for traffic to pass through and circulate around the city should be reduced.

20.14 A new Park and Ride to the east of Bath is part of the package of improvement works identified in the Transport Strategy.

20.15 An Air Quality Management Area has been declared for the city centre and its approaches, reflecting the effect that road traffic has on the built and natural environment and the health of people in the city. Slow moving traffic is a particular concern while reducing the levels of traffic would help improve the problem.

20.16 Through traffic is perceived to be a problem. This includes traffic with both an origin and destination outside the city which has no purpose in Bath and should use other routes. There is also an element of internal through traffic i.e. vehicle movements that start on one side of the city and finish on another and so use the city centre, estimated to account for 12% of all city centre traffic. These journeys contribute to congestion and some could be made by other means.

20.17 In the longer term additional road links could be considered to overcome the limited options presented by the current road network.

20.18 Visitor coaches are a strong contributor to the economy. The Roman Baths is a key destination with over 350,000 visitors arriving by coach each year. The need to close the Avon Street coach park requires both a short term solution and a permanent solution. This also needs to consider options for loading/unloading coaches in the city centre.

20.19 Freight movements are essential to keep the economy moving. A consolidation centre has been established for city centre retailers which has reduced vehicle movements dramatically but more businesses could be involved which would enable it to operate without subsidy. From the initial involvement of around 30 businesses, several hundred will be needed to make the scheme a commercial proposition.

Keynsham

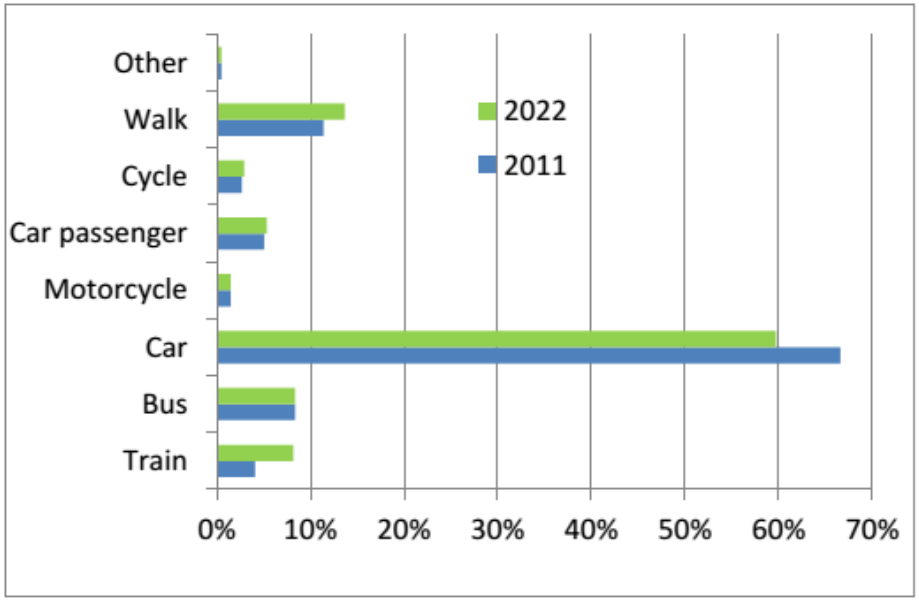
20.20 The ***Keynsham Transport Strategy*** was approved by the Council's Cabinet for approval in July 2015 subject to a public exhibition, which took place in September 2015. It acknowledges the importance of transport to the economy and wellbeing of Keynsham, its residents and employees; it also notes that traffic congestion is causing delays, both in the town and for traffic using the A4, which affects the quality of life for residents and makes the town centre a less attractive place to visit. Traffic travelling through the town to wider destinations exacerbates these problems. This situation will only worsen with increases in traffic demand from new developments proposed within the town.

Figure 30: Keynsham Transport Strategy Vision

To minimise the negative effects of traffic congestion in and around Keynsham and ensuring it retains its independence and its separate identity within an attractive rural setting by becoming a more sustainable, desirable and well-connected place in which to live and work.

20.21 Car use will continue to be the main option for transport, and in some cases the only option, but containing the number of journeys made by car will benefit everyone in terms of congestion, environment and local economic activity. Promoting sustainable transport options must play a part in seeking to manage traffic levels more effectively. This does not mean that the strategy is anti-car but instead looks to make non-car modes more attractive, so they can offer a realistic alternative to a proportion of Keynsham's residents and employees.

Figure 31: Keynsham Transport Strategy Target Mode Share for 2022



Source: 2011 Census Data

20.22 Keynsham town centre has a highly constrained road network that it is not conducive to high volumes of through traffic. Nevertheless, for the majority of trips from Keynsham to the west, north and east, the natural route choice takes in at least part of the main east-west route through Keynsham (comprising Bath Road, Bath Hill, High Street and Bristol Road). This results in high volumes converging on the High Street and Ashton Way.

20.23 Traffic demand will increase in the future as a result of new developments. If no mitigation is delivered, congestion is predicted to worsen. It is predicted that there would be an increase in journey times on all four through routes, particularly the eastbound and westbound routes, with increases of 10 minutes or more in the average time during the AM and PM peak hours.

20.24 Good air quality is important for health, with poor air quality having particular impacts on respiration-related illnesses. It is well understood that most air quality problems are caused by vehicle emissions. An Air Quality Management Area (AQMA) was declared along the High Street and Charlton Road in July 2010, due to levels of nitrogen dioxide exceeding the National Air Quality Objectives.

20.25 Keynsham has a substantial parking stock, of which the majority is managed by the Council. With the construction of over 2,000 new houses in Keynsham, as identified in the Core Strategy, the demand for parking spaces in the town centre will increase. Short stay public off street car parking operates close to capacity at times on weekdays with just over 85% of parking spaces being utilised at the busiest period of the day. When combined the peak usage for short stay parking in Keynsham occurs at 12:30 in the afternoon. Peak occupancies for short stay parking were significantly lower on Saturdays with a maximum of 38% of the parking spaces utilised. Long stay public off street parking operates close to capacity during the weekday with both Station Road and the nursery car parks operating over capacity at peak times. When combined the peak usage for long stay parking occurs at 10:00 and 12:00 during a weekday with just under 85% of long stay parking spaces being utilised.

20.26 On street parking in areas outside the town centre on a weekday operates well within capacity, with a significant number of spaces remaining available. Generally similar results were evident from the surveyed Saturday.

20.27 While there is considerable variation between individual locations, overall supply is sufficient to meet current levels of demand. Equally however, the level of demand for Council-managed parking is strong enough to suggest that this should not be reduced further without re-providing more parking elsewhere or introducing other suitable measures. The current supply of off street parking would appear to be sufficient to meet demands at the moment but this will be kept under review.

20.28 The Somerdale Planning Statement states that 'the existing station overspill car park, located in the picnic area, will be extended to provide an additional 100 parking spaces for users of the rail station. This will be laid out to the same standard as the existing car park.' Therefore, there is likely to be sufficient rail parking to meet future needs.

20.29 By 2022, the existing arrangement of a mini roundabout at the junction of B3116 Wellsway, Bath Hill and Bath Road is likely to be overcapacity, leading to queuing that blocks back and affects other parts of the network. Modelling has shown that improving capacity here will help to relieve the predicted congestion and will also be beneficial in maintaining journey time reliability for bus services. Improving the capacity of the junction is therefore recommended.

20.30 Long queues are also predicted at the proposed Avon Mill Lane / Keynsham Road signalised junction, particularly southbound in the PM peak. It is understood that there is a potential scheme to provide two southbound lanes at the signals (one lane for the left turn, one lane straight ahead). Such a scheme will help to relieve the congestion here so should be pursued.

20.31 Other, more strategic, schemes could reduce the volume of through traffic in the town centre. One such scheme is for a new link road to connect the A4 east of Broadmead (either via Pixash Lane or Broadmead Lane) to Avon Mill Lane. This would mean that traffic between the A4 in the east, including the proposed new development in this area, and the A4175 to the north would not have to pass through the town centre as at present.

20.32 The results of the traffic modelling of the wider area show that the A4 Hick's Gate junction will be significantly over-capacity in the future, leading to much longer queues and delays than at present, even with the reduced trips due to a switch to rail for some trips. This junction is already over capacity during peak periods. A major improvement scheme is likely to be required to mitigate these problems. However the difficulties occurring at Hick's Gate are caused by problems elsewhere on the road network most notably at the A4/ Callington Road junction within Bristol. This problem is recognised within the current Joint Local Transport Plan 2011 to 2026 in which Callington Road is included in the major scheme list.

20.33 However, it should to be noted that such strategic schemes will be very costly and are likely to take a long time to deliver, due to planning processes and possibly the need for external funding and to demonstrate a valid business case.

Somer Valley

20.34 The ***Somer Valley Transport Strategy*** will be published during 2016.

20.35 There is high car ownership in the Somer Valley; only 4-16% of households have no car available.

20.36 In Midsomer Norton, South Road car park is well used each day. It is currently one of the main long stay car parks for the Town Centre. The location of the car park, just south of the High Street core, reinforces the importance of this site in providing accessible public car parking to support town centre activity. However, this site could also be a catalyst for wider regeneration. Draft Policy SV2 of the Placemaking Plan states that a key principle for the town centre is to enable more intensive use of this site, providing an opportunity to accommodate a modern food store. There are a number of challenges that need to be addressed in delivering this site, including how development can continue to offer an adequate quantity of convenient and accessible car parking for the town centre. The Policy suggests that this could be provided either on or off site in locations well related and easily accessible to the town centre.

20.37 The main A367 road to Bath and A362 to Frome have many constraints, and little room for remedial measures. A review of the A37 will be carried out as part of the Transport Strategy, and may identify improvements such as additional pedestrian crossings, reviewed junction layouts and signage improvements.

Rural Areas

20.38 The ***Chew Valley Transport Strategy*** will be published during 2016.

20.39 The rural areas have in general high car ownership. With a low density, dispersed population, public transport aims to address scattered demand, but many people will rely on the private car to travel.

Long term capital projects

20.40 Possible future capital projects within B&NES could include the proposed Whitchurch bypass and Temple Clutton bypass (safeguarded in saved Local Plan policies), 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. The consequences are better air quality, less vehicle intrusion (noise and street impacts), maintaining the built environment, better visitor experiences, accessibility for people with mobility impairments and a healthy economy.

20.41 The ***West of England*** has drawn up an initial long list of future major schemes[85] 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.

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.3d	New vehicular bridge across the River Avon	Key	£1,800,000		✓		Bath
BI.3k	Windsor Bridge Road Improvements	Desirable	Not quantified	✓			Bath
BI.3l	Re-routing Pinesway gyratory	Desirable	Not quantified	➢	➢	➢	Bath
BI.9c	Highways infrastructure associated with MOD Foxhill site	Key	Not quantified		➢	➢	Bath
BI.27a	Highway works associated with MOD Ensleigh site	Key	Not quantified		➢	✓	Bath
BI.28a	Highway works associated with MOD Warminster Road site	Key	Not quantified		✓		Bath
BI.30c	Re-routing Green Park Road	Key	£3,800,000	➢	✓		Bath
BI.30d	Avon Street Multi-Storey Car Park replacement	Key	£8,750,000	➢	✓		Bath
BI.38	A36/A46 Link	Desirable	£65,000,000	➢	➢	➢	Bath
BI.41b	Highway works associated with Odd Down	Key	Not	➢	➢	➢	Bath

[85] http://www.westofengland.org/media/247108/item%2010%20-%20jtec%20devolved%20major%20schemes%2019%20june%2012.pdf

TRANSPORT: HIGHWAYS

	Urban Extension		quantified				
BI.58	Bath Low Emission Zone	Desirable	Not quantified	➤	➤	➤	Bath
MNRI.4	Midsomer Norton Transport network improvements	Desirable	Not quantified	➤	➤	➤	Somer Valley
MNRI.33	South Road Car Park	Key	Not quantified	➤	➤	➤	Somer Valley
KI.20b	Transport Infrastructure for East of Keynsham Urban Extension	Key	Not quantified	➤	➤	➤	Keynsham
KI.21b	Transport Infrastructure for South of Keynsham Urban Extension	Key	Not quantified	➤	➤	➤	Keynsham
KI.27	Improved B3116 Wellsway, Bath Hill and Bath Road Junction	Key	Not quantified	➤	➤	➤	Keynsham
KI.28	Improved Avon Mill Lane / Keynsham Road Junction	Key	Not quantified	➤	➤	➤	Keynsham
KI.29	Improved Bath Road / Chandag Road Junction	Key	Not quantified	➤	➤	➤	Keynsham
KI.30	New Link Road between Avon Mill Lane and the A4	Desirable	Not quantified	➤	➤	➤	Keynsham
KI.31	Increased Capacity at Hicks Gate Roundabout	Desirable	Not quantified	➤	➤	➤	Keynsham
RI.6	A37 Clutton and Temple Cloud Bypass	Desirable	Not quantified	➤	➤	➤	Rural areas
RI.7	A37 Whitchurch Bypass	Desirable	Not quantified	➤	➤	➤	Rural areas
RI.13	A4 Saltford Bypass	Desirable	Not quantified	➤	➤	➤	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***[86] 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***[87] (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

Bath

21.3 ***The Bath Transport Strategy*** establishes that Park and Ride is now well-established. These are popular as evidenced by high levels of use and help to reduce vehicle movements into the city centre. Relocating long stay parking from the centre to park and ride is achievable. The existing Park and Rides carry c.1,000,000 passengers a year. Each parking space in the Park and Rides is used, on average, by 1.4 vehicles each day.

21.4 A new Park and Ride site to the east would complete the picture, allowing people to choose not to drive into the centre and thus contribute to a better city environment. Data shows that many trips originate from the east and that some motorists choose to use the Park and Ride facilities at Odd Down and Lansdown in the absence of a facility to the east. A designated site will need to be adopted, enabling bus links to serve the city centre.

21.5 Councillors resolved in November 2015 to work together on options for a site for the East of Bath Park and Ride.

21.6 The three existing park and ride sites may need to be expanded further.

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[86] http://www.publications.parliament.uk/pa/cm201012/cmselect/cmtran/750/750.pdf
[87] http://www.dft.gov.uk/consultations/dft-2012-04

TRANSPORT: BUS

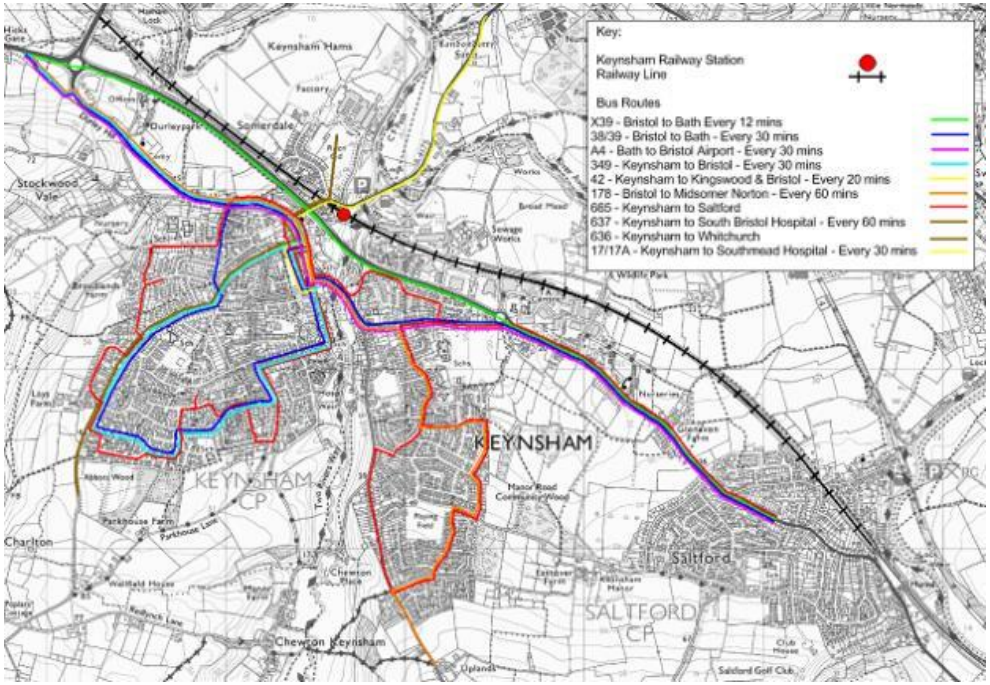
21.7 Bus services in and around the city are numerous and generally of good quality. The new bus station provides a focus for a wide range of services and many buses are accessible to everyone. Improving bus services is about much more than the buses themselves – it is about understanding how, when and why people travel and providing buses to meet those needs. One bus can substitute for many car journeys in the city. Working with bus operators will determine the most appropriate ways to build the market through straightforward ticketing, new information provision and services that meet the needs of local people during the day and into the evenings.

21.8 Funding from the Department for Transport's ***Better Bus Areas*** scheme is enabling the introduction of measures to help bus movements in the London Road corridor. There are also plans to introduce a bus lane on the A36 Lower Bristol Road on its approach to Windsor Bridge Junction.

Keynsham

21.9 The ***Keynsham Transport Strategy*** states that parts of Keynsham are well served by local buses, whilst others are not.

Figure 32: Local Bus Routes in Keynsham



21.10 The west part of Keynsham has a 15-minute service to Bristol (services 38 & 349) and 30- minute service to Bath (Services A4 and 338). In contrast, the east part of Keynsham only has an hourly service to Bristol and Midsomer Norton (178) and those wishing to get a bus to Bath have to walk to the stop on Bath Road (around one mile from the southern-most part of the built-up area).

21.11 A number of initiatives have aimed to improve the quality of bus services in terms of journey reliability and punctuality but problems of unpredictable traffic conditions, such as in the town centre, alongside negative perceptions of the bus offer, will need to be overcome if demand is to be stimulated.

21.12 Keynsham Dial a Ride provides a successful weekday service for residents. Patronage has been showing significant growth rising from 14,737 in 2011/2012 to 24,465 in 2013/14. Figures for the first three quarters of 2014/15 indicate that the growth is continuing to be exceptional.

21.13 The Council will continue to work with bus operators to determine the most appropriate ways to build the market through better ticketing, new information provision and services that meet the needs of local people during the day and into the evenings. B&NES Council support the rationalisation of fares and improved ticketing, as recently implemented for the Greater Bristol area as part of First Group's 'Fairer Fares for All' initiative. This has resulted in reduced fares between Keynsham and Bristol, at £4 for a day ticket with unlimited use, as Keynsham is in the Bristol 'Inner Zone'. Coupled with the extensive bus priority measures on this route, bus is an attractive option for travel into Bristol.

21.14 First has also completed their review of the whole West of England area, giving a cost of £3.50 for a single ticket between Keynsham and Bath (or £7 per day for unlimited use in the West of England Zone). Such initiatives have to come from the operators as the majority of bus routes are not subsidised, so the Council cannot dictate terms but they should continue to work pro-actively with the operators and suggest best practice initiatives.

21.15 In terms of recent changes to services, the Somerdale development has provided a new hourly bus service through the Section 106 agreement. Service 636 has been in operation since the end of March 2015. All parts of the Somerdale development will be within a reasonable distance of the nearest on-site bus stop, and the new service provides a weekday/Saturday bus service from Keynsham along Charlton Road to Whitchurch and then onto South Bristol. Therefore, residents of the west side of Keynsham, including those at the K2A and KE4 housing development sites, will also benefit from the new service with a direct service to Keynsham station.

21.16 The new Airport Bus is been an important new service particularly improvement frequencies to and from Bath.

21.17 Considering the potential opportunities in relation to enhanced rail services, it is essential that bus services and bus stop locations are improved in order to maximise take up of rail journeys. The effective combination of bus and rail services is crucial if car usage is to decline, therefore it's imperative that the Somerdale service is marketed as providing a good link to the rail station (e.g. through travel packs in the new housing developments). Bus stops in the Somerdale site will be immediately opposite the rail station and a new toucan crossing will be provided.

21.18 The other developments in Keynsham are unlikely to justify any other new routes or increased frequency to existing services. Therefore, it will be essential that a good pedestrian route is provided between the new developments and the nearby bus stops.

Somer Valley

21.19 In the Somer Valley there are a variety of bus services available to a range of destinations; however service information can be difficult to find and the quality and frequency of services can vary.

Rural Areas

21.20 The rural areas has a complex bus network, but few regular services. Current services are largely supported by B&NES Council and others. Operators have reported finding it difficult to develop a customer base. Many services operate because they have done so for many years, but have successively reduced. Operators serve multiple destinations.

West of England

21.21 The West of England has drawn up an initial long list of future major schemes[88] 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.

21.22 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:

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

- 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.

21.23 The Department for Transport approved the bid in July 2011 and will contribute £2.98m.

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.29	ITSO Smart Ticketing for all local bus services	Desirable	Total cost £9,410,000	✓			District Wide
DWI.30b	LSTF Extension to 2015/16	Key	£643,000	✓			District Wide
BI.16	A36 bus lane	Desirable	£3,000,000	➢	✓		Bath
BI.35	Bus/Cycle/Pedestrian link Locksbrook Road to Windsor Bridge Road	Desirable	Not quantified		✓		Bath
BI.36a	East of Bath Park and Ride	Key	£10,000,000	➢	✓		Bath
BI.39	Post Bath Package expansion of Newbridge, Odd Down and / or Lansdown Park & Ride sites	Key	£6,500,000		➢	➢	Bath
BI.49	Better Bus Area Projects	Desirable	£600,000	✓			Bath
BI.50	Relocation of Weston Island Bus Depot	Desirable	Not quantified	➢	➢	➢	Bath
KI.26	Improved Bus Services in Keynsham	Key	Not quantified	➢	➢	➢	Keynsham

TRANSPORT: CYCLING & PEDESTRIAN FACILITIES

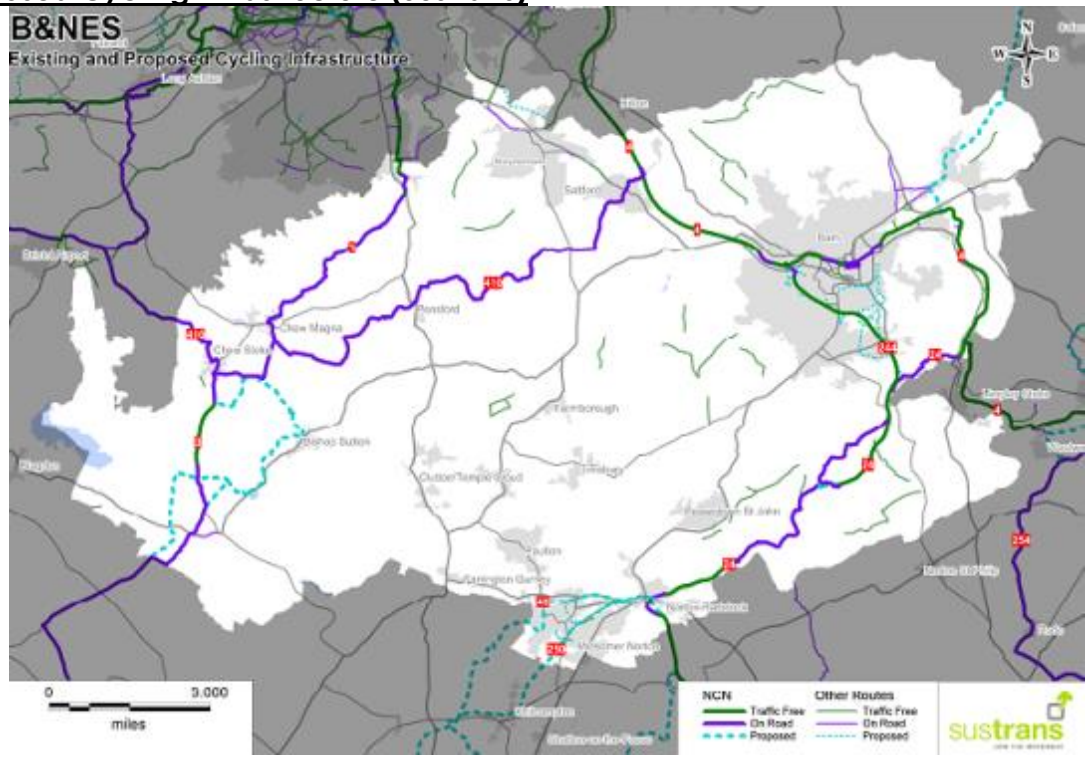
NATIONAL

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

Figure 33: Existing and Proposed Cycling Infrastructure (Sustrans)



TRANSPORT: CYCLING & PEDESTRIAN FACILITIES

District Wide

22.3 The experience of cycling within B&NES is not consistent. The quality of individual routes throughout the District varies significantly and can change dramatically within a short distance. There are a number of excellent routes that provide a very safe, enjoyable experience for cyclists of all abilities – these include the Bath ***Two Tunnels Route***, Radstock's ***Five Arches Greenway*** and the ***Colliers Way***. The council has established a precedent for delivering high quality cycle facilities in the last ten years.

22.4 There is significant scope to invest in improving existing cycle routes and conditions for cycling in BANES, particularly in the urban areas such as Bath, Keynsham and Radstock/Midsomer Norton and the communities around the Chew Valley. By creating a high quality strategic cycle network the council would continue to make conditions for cycling in the district safer, more convenient and more enjoyable.

22.5 Continued investment in high quality cycle infrastructure would encourage more people to cycle more often. It would encourage more people to cycle to school, to work, to the shops and for their everyday journeys. This would be of particular benefit to people that are not already confident, capable cyclists.

22.6 Generally it is the existing long-distance routes that are found outside of the most urban areas (Colliers Way, Bath Two Tunnels or similar) within the District that are of the highest quality and offer the most consistency within a single journey.

22.7 It is the links within urban areas such as Bath or Keynsham that provide the least consistency and would benefit most from improvement.

22.8 Sustrans recommends that investment should focus on improving opportunities for the short, useful, day to day trips that people within BANES need to make most regularly. Trips to school, to work or to the shops are typically less than two miles and are considered to be possible to be undertaken by bicycle or on foot rather than by car. Focusing on improving these trips within the most populated areas of the district will present the greatest potential to improve opportunities for existing cyclists and inspire those that do not currently cycle. Investment should be focussed on areas that have the highest potential for improvement. These are Bath, Keynsham, Radstock and Midsomer Norton and the Chew Valley Lake communities.

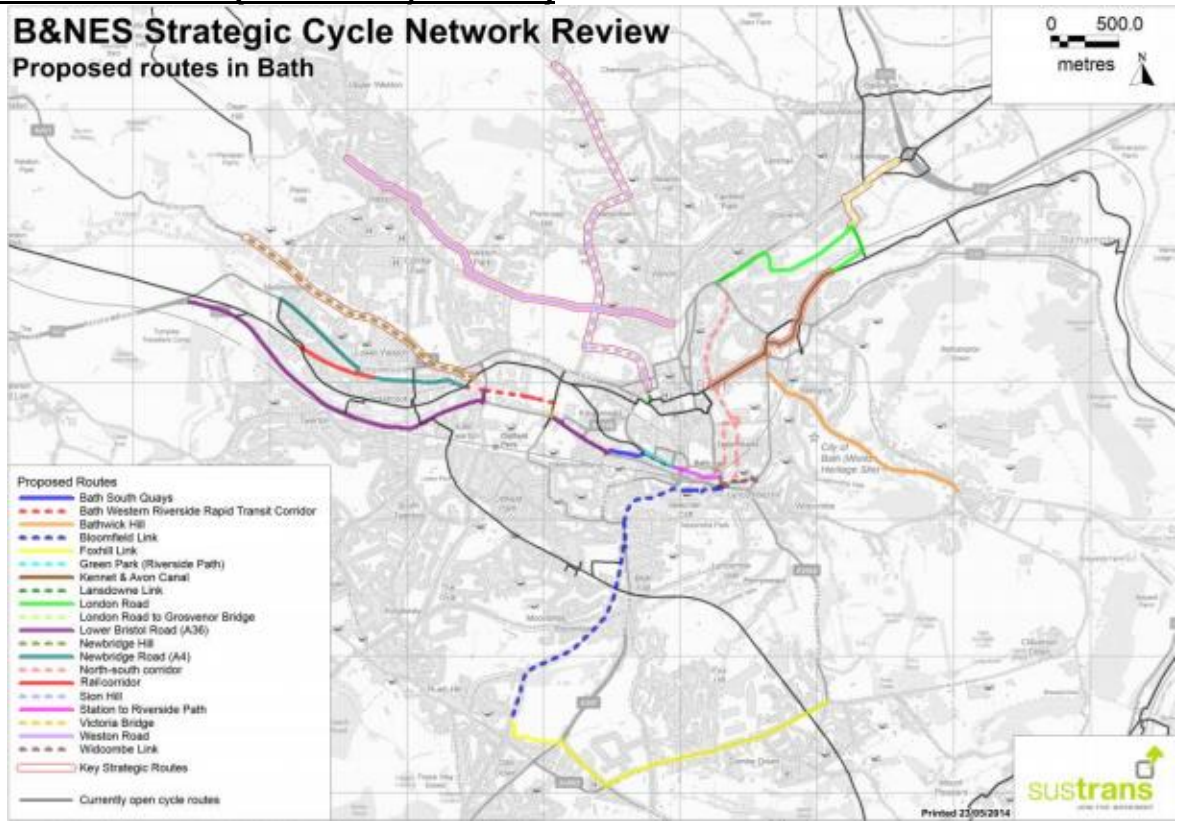
Bath

22.9 Cycling is having a huge resurgence across the country. The ***Bath Transport Strategy*** shows that there is a network of routes around the city which need to be coordinated to form a coherent network, ironing out conflicts with vehicular traffic and attracting new cyclists. The topography of parts of the city is a deterrent to some would-be cyclists but many corridors are more conducive to regular cycling. It is also a healthy means of travel which also contributes to improved air quality if cycling can substitute for car journeys.

22.10 The map below shows cycle routes identified by Sustrans that should be considered as priorities for improvement, to complement the existing routes and those being implemented, to create a basic network of high quality routes.

22.11 Measures to increase the number of cycling trips and to improve quality of the cycling experience include schemes at specific junctions, designated routes, direction signing, secure cycle parking and training for new or returning cyclists. In addition, the provision of shower facilities at workplaces as travel plan measures will support regular cyclists. The use of cycles to access other modes is becoming increasingly important. Extensive cycle parking is available at Bath Spa station but is less evident at other stations and security is a key issue. Enabling cyclists to use secure parking at bus stops should also be considered; this would extend the journey possibilities for many who do not wish to cycle longer distances or for whom it is impractical to do so.

Figure 34: Potential Cycle Routes in Bath (identified by Sustrans)



22.12 Walking is central to the Strategy, and given the highest priority. Many people choose to walk because it is relatively direct and quick and the city's layout is conducive to good walking experiences. However, the infrastructure needs to be improved – better footways, crossings, public spaces and higher priority than at present.

22.13 The increasing and high proportion of walking of around 44% for journeys to work by Bath residents working in Bath, shows that walking is a primary means of travel in Bath and indicates the potential to expand and improve walking opportunities further, substituting some short car journeys.

22.14 Adopting a strategy based around walking is entirely appropriate for a constrained, historic city. Promoting Bath as a highly walkable city is a radical move, delivering walking as a priority with appropriate levels of investment in infrastructure to improve the walking experience. This can include better street lighting, surfacing, road crossings, seating, signing, etc. Enabling more people to walk more often also involves an element of information to identify suitable and safe routes and to understand the options available. The health benefits are likely to be considerable both directly to individuals and also collectively, contributing to fewer car journeys and better air quality.

22.15 The ***Public Realm and Movement Strategy*** provided a helpful framework for improving the walking experience in the city centre and highlighting the importance of streets and spaces. These principles could be extended to the whole city, focusing on core walking routes and overcoming conflicts with vehicle movements, identifying pleasant and safe routes.

Keynsham

22.16 An improved walking network will support a shift towards walking and will help to encourage more active lifestyles. Already Keynsham has become part of the Walkers are Welcome national initiative.

22.17 To achieve a walking-friendly town, the Keynsham Transport Strategy will:

- Encourage increased levels of walking to schools, the town centre and rail station;
- Define a walking network of utility and leisure routes;
- Contribute to the health agenda, by promoting the benefits of walking (and cycling);
- Engender a cultural shift to walk as the first choice for many journeys.

22.18 A significant proportion of people have some form of mobility impairment (walking difficulties, visual or hearing impediment) and others may encounter difficulties walking around the town, such as those with shopping or pre-school children. Access to the centre from the east is particularly difficult due to the topography of the Chew valley.

TRANSPORT: CYCLING & PEDESTRIAN FACILITIES

22.19 2011 Census data indicates that Keynsham has an older population with 50% of residents aged over 44, compared to 43% for the whole of B&NES and 41% as the UK average. 23% are over the age of 65 in Keynsham, compared to only 16% as the UK average. Therefore, Keynsham is likely to have a higher proportion of residents with mobility problems, compared to the rest of the UK. Accessibility for people with mobility impairments should feature when walking routes are considered.

22.20 A pedestrian audit carried out as part of the Keynsham Transport Strategy identified a programme of works to improve the pedestrian network. The audit identified the following key pedestrian routes to and from:

- The town centre;
- The rail station;
- Around primary and secondary schools;
- Keynsham health centre;
- Towards Willbridge (boundary with South Gloucestershire Council);
- Towards Stockwood; and
- The new Council offices at Market Walk

22.21 The audit confirmed that the main junctions in the town centre are critical interaction points between pedestrian and vehicle traffic as evidenced by the sample pedestrian counts. Improvements to crossing points at these junctions – in addition to another crossing point along High Street – have been ranked high as part of a potential future works programme.

22.22 Outside the town centre, the audit has principally identified enhancements to crossing points along the principal roads and to local services such as schools as the priority. The majority of these are uncontrolled crossing points and would have beneficial effect of directing pedestrians to safer crossing points in the immediate location. A further advantage is that these measures could reinforce the speed limits and zones that exist in the town.

22.23 In conclusion, the audit confirms that there are good opportunities to enhance the level of walking within Keynsham. There is generally good permeability within residential areas but there are specific areas where traffic flows coupled with existing highway layouts create a poor sense of personal safety and to a certain degree, severance.

22.24 Cycling is having a huge resurgence across the country but Keynsham is currently poorly served by cycle infrastructure, with no cycle paths or routes from the south of the town to the town centre, nor to the rail station.

22.25 The size of Keynsham, which is less than 2 miles across at its widest point, is ideally suited for cycling trips. However, the high volumes of traffic on the main roads through the centre of the town are a significant deterrent to cycling. In the absence of a network of traffic-free paths all cross town trips have to use a heavily trafficked road at some point. All cycle trips have to use the B3116 and cyclists have to negotiate the double mini-roundabout at the foot of Bath Hill. This junction, with four lanes of traffic and taking vehicles from five directions, is unattractive to inexperienced cyclists.

22.26 Although some arterial roads have a 20 mph limit these are not traffic calmed so there is only a marginal impact on vehicle speeds. In any case the high volumes of traffic on the central roads require a traffic-free solution. Scope for the construction of traffic-free cycle routes is limited by the steep slopes either side of the River Chew and patterns of development.

22.27 There is only a limited number of suitably quiet residential roads due to the amount of through traffic rat-running between arterial routes. On the west side of the town this is likely to worsen as a result of new development sites. The bypass and railway are barriers to north-south trips, especially to the railway station. They also increase the cost of cycle infrastructure along that axis.

22.28 The existing links to other settlements are poor. The facilities on the routes to Bath, Bristol, Saltford and Willsbridge are either sub-standard or incomplete.

22.29 SUSTRANS have completed a draft review of potential cycling. Also the Council is working with South Gloucestershire and Bristol Councils to develop a route alongside the River Avon, connecting into the National Cycle Network Route 4 (NCN4) between Bath and Bristol and the improved route to the Bristol Temple Quarter Enterprise Area. The Somerdale development will provide key elements of this route with £1.1 million secured through a section 106 agreement for the provision of a bridge over the River Avon. Another potential scheme is the Keynsham Spine Route along the River Chew to give an off-road route linking the rail station and town centre and continuing along the Chew Valley to the south.

22.30 An extension of the existing Bath Road shared route linking to Saltford has recently been completed. Other possible improvements include:

- Access to the schools, through traffic calming and improvements on existing roads and footpaths;
- A 'quietway' along Chandag Road with shared space and traffic calming;
- Improved east-west routes linking into the Spine Route.

22.31 In relation to the proposed development at East Keynsham, the Adopted Core Strategy states that "key requirements include:….provision of cycle and pedestrian links through the site connecting to the existing network particularly towards Keynsham town centre, Clay Lane Bridge and NCN4."

22.32 Specific measures will include:

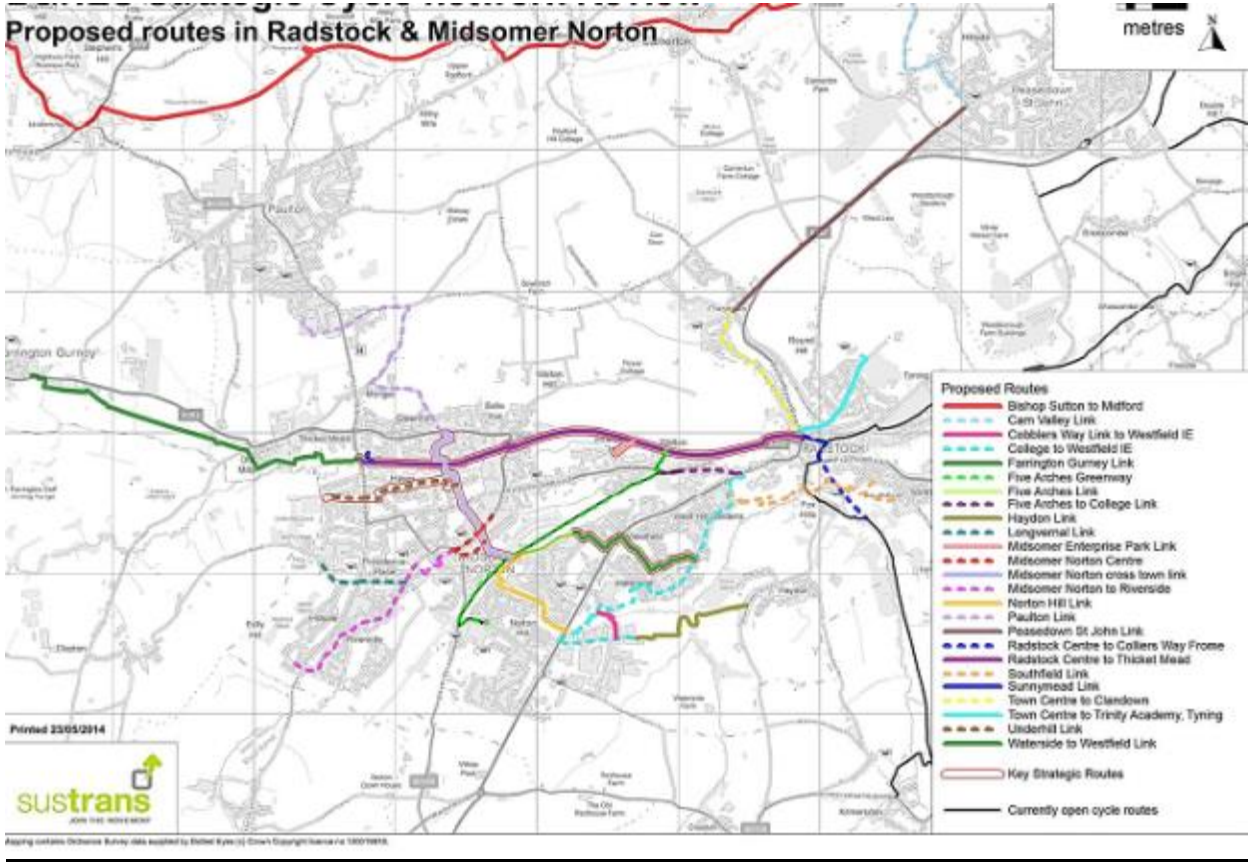
- Developing a basic network of high quality routes in the short term to further improve access to schools. These routes would be developed through consultation with local cycle groups and schools;
- Developing the network in the medium to long term, taking into account the recent review undertaken by Sustrans;
- Introducing traffic calming on certain routes to create an environment that is conducive to cycling;
- Improving and creating more secure cycle parking at the rail station, workplaces, residential developments, leisure facilities and town centre;

- Promotion of the new cycle routes through leaflets, route maps, school liaison etc.

Somer Valley

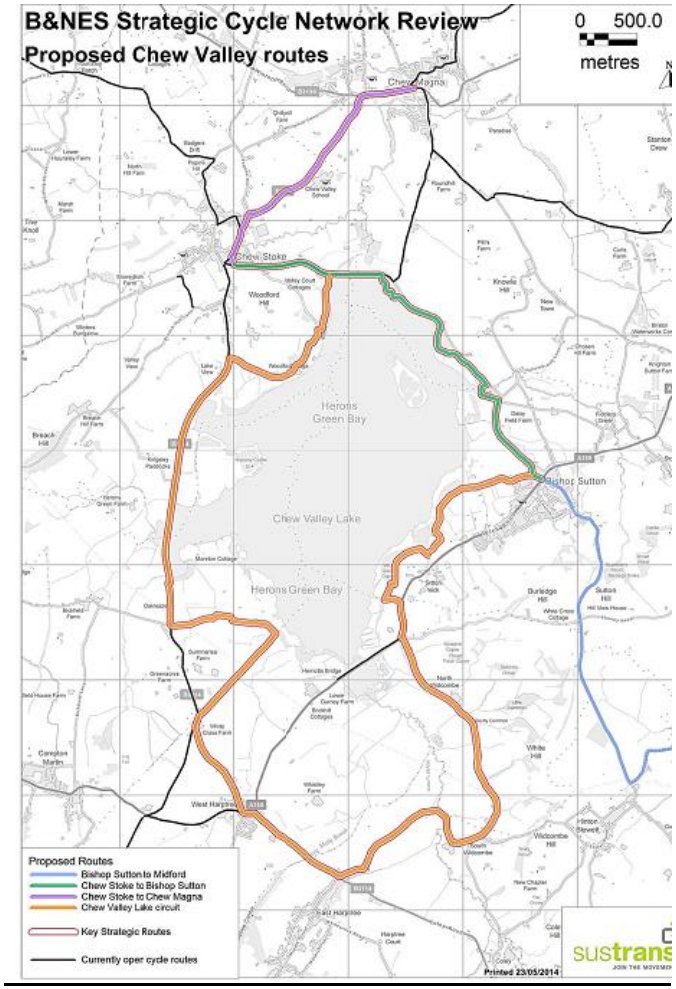
22.33 The Somer Valley Transport Strategy will assess cycling and walking provision. Within settlements in the Somer Valley, better provision for walking could include improved crossings and footways. Radstock is a focus for roads and traffic and could be recast to support walking. Cycle links between Midsomer Norton and Radstock offer the potential to give reliable journey times and convenience.

Figure 35: Potential Cycle Routes in the Somer Valley (identified by Sustrans)



Rural Areas

Figure 36: Potential Cycle Routes in the Chew Valley (identified by Sustrans)



22.34 The villages around the north side of Chew Valley Lake, Chew Magna, Chew Stoke and Bishop Sutton, have a combined population of around 3,200, set in a very attractive rural area. Central to the area is the Chew Valley Lake, a man-made body of water which is one of the main Bristol Water reservoirs for Bristol and Bath. The lake is also a very popular destination for day visits, and a very important bird reserve, designated as a Ramsar site giving it the highest level of international conservation protection for wetland.

22.35 In view of the limited employment opportunities locally, and the infrequent public transport service, there is thought to be a high level of car commuting from the area towards Bath and Bristol. The secondary school between Chew Stoke and Chew Magna, Chew Valley School, with 1,200 pupils, attracts staff and pupils from a wide catchment, with many school trips being made by car.

22.36 The main difficulty for cyclists in the area making local journeys is the volume of peak time traffic, and the speeds on the local roads, which are generally of restricted width, often with high hedges on either side that obscure lines of sight.

22.37 Chew Valley School is located on the B3114 Chew Lane which is busy at peak times (40mph) with narrow footways, and no specific cycle facilities of any kind. The school is less than a mile from Chew Magna and Chew Stoke, but the road conditions at the start and end of the school day are intimidating for less confident cyclists and not suitable for the school journey.

22.38 Improving opportunities for cycling will very challenging in this area. There is little if any scope for on road improvements outside the villages, where a 20 mph limit and some minor interventions are proposed. To make a real difference it would be necessary to create entirely new cycle paths off the carriageways of the main roads, which would require the acquisition of third party land to achieve.

22.39 There is however a major opportunity to create an exceptional leisure route which could link to and also serve the villages. A very high level of public demand for a Chew Valley Lake Circuit was demonstrated through public consultation, and significant lengths of this route have already been created, on the western side of the Lake and the south eastern corner, and a planning permission has been granted for a section along the north side within the Bristol Water boundary. A Chew Valley Circuit could have local economic and health benefits, and would attract visitors from nearby towns and cities. Its value for local utility journeys is relatively limited however.

Other Measures

22.40 The ***Green Infrastructure Strategy*** contains the key driver of Green Travel and Outdoors Access. The overall aim of the ***Rights of Way Improvement Plan***[89] is to increase use of public paths.

22.41 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

[89] http://democracy.bathnes.gov.uk/Executive/WL/2007/071019/01E1660zAppx1ROWIP.pdf

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	
BI.3e	New pedestrian bridge across the River Avon at Western Riverside	Desirable	£1,500,000			✓	Bath
BI.12b	Bath Recreation ground river bridge	Desirable	£1,500,000	➢	➢	➢	Bath
BI.30a	Bath Quays Bridge	Key	£2,500,000	✓			Bath
BI.35a	Bus/Cycle/Pedestrian link Locksbrook Road to Windsor Bridge Road	Desirable	£200,000		✓		Bath
BI.35b	Locksbrook / Brassmill Sustainable Transport Route	Desirable	Not quantified	➢	➢	➢	Bath
BI.57	Roseberry Place – Cycle Infrastructure	Key	Not quantified	➢	✓		Bath
BI.59	Bath Cycle Routes	Desirable	Not quantified	➢	➢	➢	Bath
BI.59a	Newbridge Hill to Riverside Path cycle link	Desirable	£200,000	➢	➢	➢	Bath
BI.59b	Weston cycle link	Desirable	£200,000	➢	➢	➢	Bath
BI.59c	Lansdown via Sion Hill cycle link	Desirable	£200,000	➢	➢	➢	Bath
BI.59d	London Road to Grosvenor Bridge cycle link	Desirable	£200,000	➢	➢	➢	Bath
BI.60	Cycle Hire Scheme	Desirable	Not quantified	➢	➢	➢	Bath
MNRI.34a	Radstock to Thicket Mead cycle link	Desirable	Not quantified	➢	➢	➢	Somer Valley
MNRI.34b	Midsomer Norton Enterprise Park cycle link	Desirable	Not quantified	➢	➢	➢	Somer Valley
MNRI.34c	Underhill cycle link	Desirable	Not quantified	➢	➢	➢	Somer Valley

TRANSPORT: CYCLING & PEDESTRIAN FACILITIES

MNRI.34d	Waterside to Westfield cycle link	Desirable	Not quantified	➢	➢	➢	Somer Valley
MNRI.34e	Farrington Gurney cycle link	Desirable	Not quantified	➢	➢	➢	Somer Valley
MNRI.35b	Former Welton Manufacturing Site: Pedestrian / Cycle Link	Key	Not quantified	➢	➢	➢	Somer Valley
KI.11	Pedestrian/ Cycle Bridge over the A4 at Keynsham	Desirable	Not quantified	➢	➢	➢	Keynsham
KI.13	Improved Cycle Links (Keynsham Greenways)	Key	£1,100,000	➢	➢	➢	Keynsham
KI.13a	Broadlands School cycle link (west)	Desirable	Not quantified	➢	➢	➢	Keynsham
KI.13b	Broadlands School cycle link (east)	Desirable	Not quantified	➢	➢	➢	Keynsham
KI.13c	Coronation Avenue cycle link	Desirable	Not quantified	➢	➢	➢	Keynsham
KI.13d	Chandag Road cycle link	Desirable	Not quantified	➢	➢	➢	Keynsham
KI.13e	Bath Road cycle link	Desirable	Not quantified	➢	➢	➢	Keynsham
KI.32	Broadmead Roundabout Pedestrian Improvements	Desirable	Not quantified	➢	➢	➢	Keynsham
RI.3	Farmborough village shop pedestrian link	Desirable	£150,000	✓			Rural areas
RI.18a	Chew Stoke to Chew Magna cycle link	Desirable	Not quantified	➢	➢	➢	Rural areas
RI.18b	Chew Stoke to Bishop Sutton cycle link	Desirable	Not quantified	➢	➢	➢	Rural areas
RI.18c	Chew Valley Lake cycle circuit	Desirable	Not quantified	➢	➢	➢	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.

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***[90]. 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 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.

[90] 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[91]	Water Framework Directive[92]
Wildlife and Countryside Act 1981[93]	Countryside and Rights of Way Act 2000[94]
Natural Environment and Rural Communities Act 2006[95]	Climate Change Act 2008[96]

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***[97] aims to:

- Halting biodiversity loss by 2020
- Supporting 'healthy functioning ecosystems'
- Establishing 'coherent ecological networks'

25.4 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.

[91] http://jncc.defra.gov.uk/page-1379
[92] http://www.environment-agency.gov.uk/research/planning/33362.aspx
[93] http://jncc.defra.gov.uk/page-1377
[94] http://jncc.defra.gov.uk/page-1378
[95] http://www.naturalengland.org.uk/ourwork/conservation/biodiversity/protectandmanage/habsandspeciesimportance.aspx
[96] http://www.decc.gov.uk/en/content/cms/legislation/cc_act_08/cc_act_08.aspx
[97] http://www.defra.gov.uk/environment/natural/whitepaper/

25.5 ***Local Nature Partnerships*** (LNPs) work at a strategic scale for a better natural environment and will contribute to local plan and decision making.

25.6 The ***Biodiversity Strategy for England***[98] 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'*.

25.7 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.

25.8 The TCPA guidance ***Planning for a Healthy Environment***[99] 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
- **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

[98] http://www.defra.gov.uk/publications/2011/08/19/pb13583-biodiversity-strategy-2020/
[99] http://www.wildlifetrusts.org/sites/default/files/Green-Infrastructure-Guide-TCPA-TheWildlifeTrusts_0.pdf

- **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

25.9 The ***Wetland Vision for England***[100] 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.

25.10 The ***Forestry and Woodlands Policy Statement***[101] supports taking a long-term view of green infrastructure by planning resilient new woodlands for the future, and expanding woodland cover where it will most benefit the economy, communities and the environment. Wooded environments are known to relieve stress and provide a spiritual value that supports improved mental health and wellbeing. Trees also absorb airborne pollutants which result in cleaner air.

25.11 While development can contribute to landscape scale GI, 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.

[100] http://www.wetlandvision.org.uk/
[101] https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/221023/pb13871-forestry-policy-statement.pdf

25.12 The Government has stated in the National Infrastructure Plan that they will invest in green infrastructure projects via the ***Green Investment Bank*** (GIB). Its mission will be to accelerate private sector 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***[102]**.**

25.16 Vegetation can be incorporated into the surface water management scheme / SUDS strategy of specific development sites through planters, swales, retention ponds and other green infrastructure systems. As surface water enters a vegetated area, the vegetation slows the water down, allowing sediments to be trapped on the surface of the system. It also provides a medium for biological growth and the decomposition or decay of organic matter.

25.17 Utilising the benefits of bioremediation, a ***Green Roof*** is a composite structure comprising proprietary waterproofing and overlaid with an optional drainage layer, a natural layer (growing medium) and finished with a vegetative cover. Vegetation should not just be limited to grass and may include up to 10 species of plants (including succulents such as sedum and herbs) for maximum performance and optimum survivability. Furthermore, the aesthetic potential of the roof will also be maximised. Green roofs will also cool roof temperatures during summer, insulate during winter and are effective evaporation and evapotranspiration devices.

25.18 ***Bio retention ponds*** may be incorporated into the landscape design of sites. The pond may be designed as a secondary attenuation system for extreme storm events. These systems increase biodiversity and scenic value.

25.19 Vegetated and grassy ***Swales*** are one of the oldest and most straightforward of drainage techniques, which comprise a shallow open channel ideally laid at a shallow longitudinal gradient. Swales typically have a grassed invert which will require periodic cutting. A bio-swale has a vegetated invert with multiple species of plants and both types provide quantity, quality and amenity SUDS benefits.

[102] http://www.ukgbc.org/resources/publication/uk-gbc-task-group-report-biodiversity-and-built-environment

25.20 ***Water features*** work with natural land forms and land uses to become a major site design element. Fencing or hiding water features out of view not only loses the opportunity to create an aesthetically pleasing site design, but also sends the message that surface water is an unattractive nuisance and overlooks the opportunity to gain neighbourhood interest at the outset. Concerns for safety and liability can usually be resolved with careful design consideration, such as specifying shallow system depths with gentle side slopes.

LOCAL

25.21 The Council has developed a ***Green Infrastructure Strategy***[103] 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'*.

25.22 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
- **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

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

Figure 37: B&NES Illustrative Green Infrastructure Network (B&NES Core Strategy)

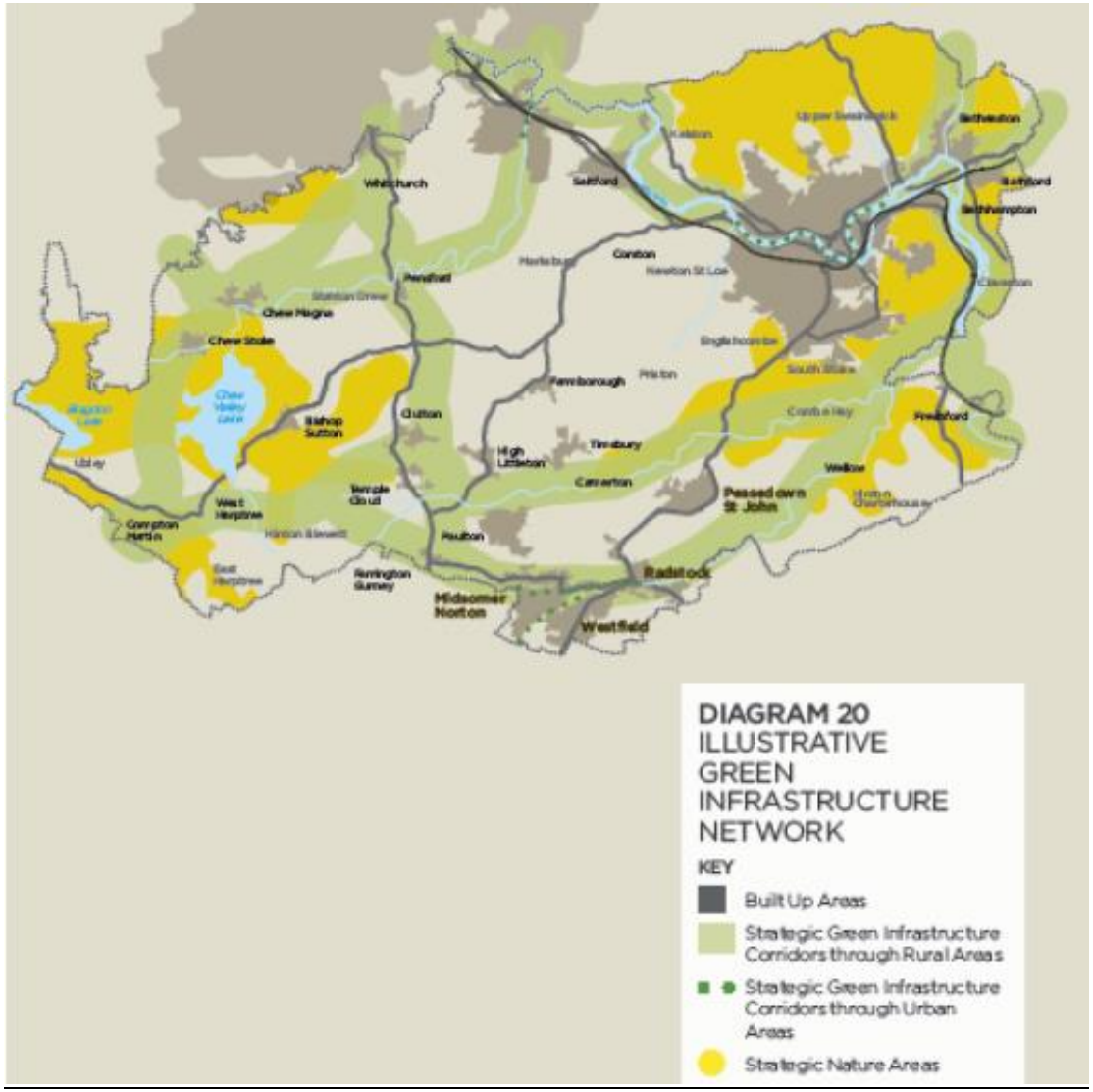
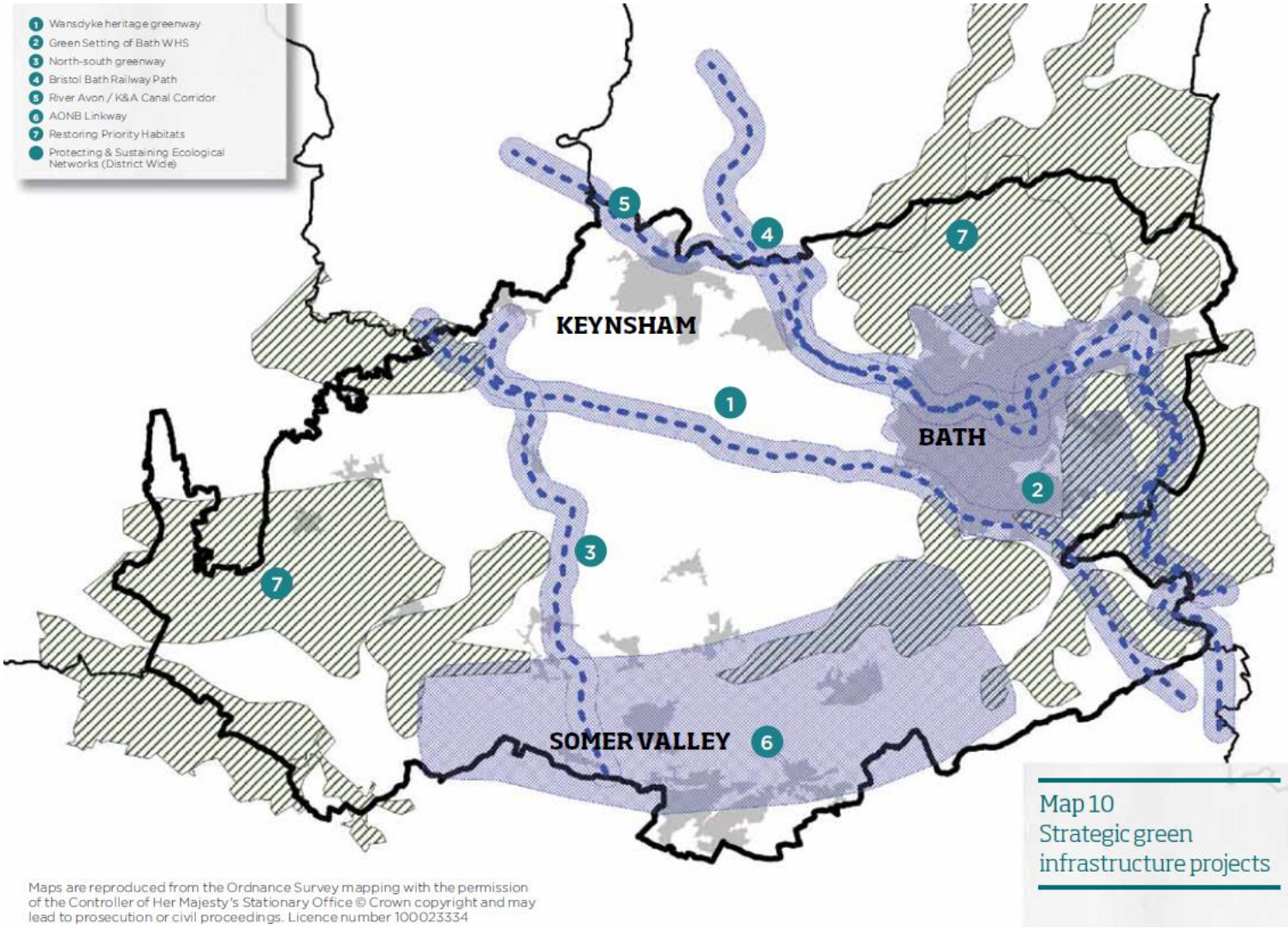


Figure 38: Identified Strategic Green Infrastructure Projects (GI Strategy)



GREEN INFRASTRUCTURE: STRATEGIC GREEN INFRASTRUCTURE

25.23 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).

25.24 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 corridor

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***[104], the ***Woodland Trust Woodland Access Standards***[105], and ***Design for Play***[106]. ***DEFRA circular 1/09***[107] 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 39: Examples of Measurable Standards (TCPA)

Natural England Accessible Natural Greenspace Standards
• 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
• 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 Allotments are required by statute. A minimum provision of 20 standard plots of 250sqm per 1,000 households is recommended[108].

26.3 DCLG released a guide in August 2011 outlining potential funding sources for community green spaces[109].

[104] http://publications.naturalengland.org.uk/publication/40004?category=47004
[105] http://www.woodlandtrust.org.uk/SiteCollectionDocuments/pdf/spaceforpeople.pdf
[106] https://www.education.gov.uk/publications/eOrderingDownload/Design%20for%20Play.pdf
[107] http://www.defra.gov.uk/publications/2011/06/15/pb13553-row-circular-109/
[108] http://www.farmgarden.org.uk/
[109] http://www.communities.gov.uk/publications/communities/greenspacefunding

LOCAL

26.4 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.

26.5 The Council's ***Green Space Strategy***[110] (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 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

26.6 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.

26.7 The B&NES Draft ***allotments strategy***[111] 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.

26.8 ***The Avon Wildlife Trust***[112] 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, Burledge Hill, Folly Farm, Stephen's Vale and Bathampton Meadow.

26.9 ***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 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.

[110] http://www.bathnes.gov.uk/sites/default/files/banes_green_space_strategy_v10_0.pdf
[111] http://democracy.bathnes.gov.uk/documents/s21926/Appdx1.pdf
[112] http://www.avonwildlifetrust.org.uk/index.htm

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

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	Key	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.33	Walcot Riverside Walk	Desirable	£180,000	➢	➢	➢	Bath
BI.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
MNRI.35a	Former Welton Manufacturing Site: Green Infrastructure	Key	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 Keynsham Urban Extension (including ecology)	Key	Not quantified	➢	➢	➢	Keynsham
RI.14b	Green infrastructure at Whitchurch Urban	Key	Not quantified	➢	➢	➢	Rural areas

	Extension (including ecology)						
RI.20	Stowey Sutton Allotments	Desirable	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
BI.56	Kennet & Avon Canal resurfacing works Bathwick - Bathampton	Desirable	£655,000	➢	✓		Bath

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 An update to the Playing Pitch Strategy is currently being undertaken by the Council.

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
BI.27e	Replacement of sports pitches at MOD Ensleigh 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 Policy[113] (1999) and ***Play Strategy*** (2006) prioritise play provision for all children in the district. 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***" Programme[114]. 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

[113] http://www.bathnes.gov.uk/services/children-young-people-and-families/childcare-early-years-play/play
[114] http://democracy.bathnes.gov.uk/Data/Children%20and%20Young%20People%20Overview%20and%20Scrutiny%20Panel/20090126/Agenda/10zAppdx1.pdf

PUBLIC REALM

NATIONAL

30.1 Public realm is defined as any publicly owned streets, pathways, right of ways, parks, publicly accessible open spaces and any public and civic building and facilities. The quality of our public realm is vital if we are to be successful in creating environments that people want to live and work in.

30.2 Street trees can contribute to creating an attractive public realm. The Government's ***Big Tree Plant*** encourages people and communities to plant more trees in England's towns, cities and neighbourhoods. Trees can make a street come to life, by attracting wildlife, changing colours throughout the seasons, and creating shade and shelter. They shield houses from traffic noise, can help save energy, and reduce the risk of flooding.' The website goes on to say 'There is evidence that trees in cities can also help fight the effects of air pollution and climate change.

LOCAL

30.3 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.

30.4 Public realm improvements are required in Bath City Centre and the Bath Western Riverside area, and at Keynsham Town Centre and Midsomer Norton Town Centre.

30.5 For Bath, the Public Realm improvement programme is set out in the ***Public Realm and Movement Strategy*** (Adopted 2010) and the ***Bath Pattern Book***. Further detail on the public realm improvements for Keynsham and Midsomer Norton Town Centres is set out in the Placemaking Plan and associated evidence base.

30.6 Many stakeholders and initial public consultation on the ***Keynsham Transport Strategy*** wished to see improvements to the public realm the town centre, to make it a more attractive place to shop. If the High Street were to be made one-way, it would reduce the impact of traffic and allow footways to be widened improving the pedestrian environment.

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.3f	Enhanced pedestrian facilities, new paths and cycleways at Bath Western Riverside	Key	Not quantified	➢	➢	➢	Bath
BI.37a	Orange Grove Public Realm Improvements	Key	£1,240,460	➢	➢	➢	Bath

PUBLIC REALM

BI.37b	Bath Public Realm Improvements – Manvers Street	Key	£1,000,000	➢	➢	➢	Bath
BI.37c	Bath Public Realm Improvements –Broad Street/St Michael's	Key	£1,319,727	➢	➢	➢	Bath
BI.37d	Bath Public Realm Improvements – Pulteney Weir	Key	£638,008	➢	➢	➢	Bath
BI.37e	Bath Public Realm Improvements – Walking friendly city	Key	Not quantified	➢	➢	➢	Bath
BI.37f	Bath Public Realm Improvements – Cattlemarket Site	Key	£1,000,000	➢	➢	➢	Bath
BI.37g	Bath Public Realm Improvements – Bath Quays North and Bath College	Key	£5,000,000	➢	➢	➢	Bath
BI.37h	Bath Public Realm Improvements – Bath Quays South and Riverside Court	Key	£1,500,000	➢	➢	➢	Bath
BI.37I	Bath Public Realm Improvements – South Bank	Key	£1,000,000	➢	➢	➢	Bath
BI.37J	Bath Public Realm Improvements – Sydenham Park	Key	£1,000,000	➢	➢	➢	Bath
BI.37K	Bath Public Realm Improvements – Bath Press	Key	£150,000	➢	➢	➢	Bath
BI.37L	Bath Public Realm Improvements – Roseberry Place	Key	£150,000	➢	➢	➢	Bath
MNRI.28	Midsomer Norton High Street Public Realm Improvements	Desirable	£2,000,000	➢	➢	➢	Somer Valley
MNRI.28a	Midsomer Norton Public Realm Improvements: South Road Car Park / South Road / High Street Core	Key	Not quantified	➢	➢	➢	Somer Valley
KI.12	Keynsham Town Centre Public Realm Improvements	Key	£3,000,000	➢	✓		Keynsham
KI.12a	Keynsham Town Centre Public Realm Improvements: Riverside	Key	Not quantified	➢	➢	➢	Keynsham

LEISURE & BUILT SPORTS FACILITIES

NATIONAL

31.1 Paragraph 73 of the NPPF states that access to high quality open spaces and opportunities for sport and recreation can make an important contribution to health and well-being of communities. Planning policies should be based on up-to-date assessment of the needs for open space, sport and recreation facilities and opportunities for new provision. The assessments should identify specific needs and quantitative or qualitative deficits or surpluses of open space, sports and recreational facilities in the local area. Information gained from the assessments should be used to determine what open space, sports and recreational provision is required.

31.2 ***Sport England's*** view is that, in order to meet the requirements of the NPPF, this should include a strategy (supply and demand analysis with qualitative issues included) covering the need for indoor and outdoor sports facilities, including playing pitches.

LOCAL

31.3 The Council provides numerous leisure 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.

31.4 Bath and North East Somerset is more active than the national average. B&NES has 27% of people taking part in 3 x 30 minutes of exercise per week compared to a national average of 22.1% and has 40.9% of people exercising at least 30 minutes per week compared to a national figure of 36%.

Figure 40: People Participating in Sport at least once a month in B&NES

Sport	Take part at least once a month	%	Would like to participate more	%
Keep fit and gym (including aerobics classes)	25774	18.44%	9951	7.12%
Swimming	20397	14.60%	19270	13.79%
Cycling	14229	10.18%	8049	5.76%
Football	10142	7.26%	1964	1.41%
Athletics	9988	7.15%	4150	2.97%
Tennis	3442	2.46%	3655	2.62%
Badminton	3362	2.41%	2816	2.01%
Rugby Union	2323	1.66%	555	0.40%

Squash and racketball	1813	1.30%	1110	0.79%
Martial arts	1468	1.05%	1091	0.78%
Cricket	1400	1.00%	749	0.54%
Bowls	1371	0.98%	302	0.22%

31.5 Fitness and swimming are the two most popular ways to be active in B&NES and that there is still significant latent demand for both of these activities.

Location of principle centres

31.6 Bath has relatively few facilities competing with the main Sports and Leisure Centre and as such has quite a large catchment area that can draw from the edges of Wiltshire and Gloucestershire, albeit these are sparsely populated.

31.7 Keynsham has a number of significant new build competitors just over the border into Bristol and South Gloucestershire, leaving it stiff competition to for the larger population densities that exist just over the border in Bristol and South Gloucestershire.

31.8 The Somer Valley has a small number of competing facilities and is surrounded by a large number of villages which providing a good sized catchment population of approximately 50,000 people.

Supply of fitness suites / gyms

31.9 B&NES currently has 806 fitness suite stations supplied by both the public and private sector across a range of facilities. B&NES is currently under supplied by comparison to all its neighbours, which is borne out by the lack of private sector competition in Bath.

31.10 Bath could not only sustain an expansion of the current leisure centre fitness suite, but a further large scale fitness suite as well.

31.11 Keynsham is clearly under supplied and this is borne out by the very heavy usage of the current small 30 station fitness suite at Keynsham Leisure Centre; it is estimated that would be enough potential members to double the size of the current fitness suite at Keynsham.

31.12 In the South Wansdyke Sports Centre catchment area there are currently 180 stations within a 10 minute drive time and a catchment population for this area of 48,000; this would suggest that there is room for expansion here as well.

Supply of swimming pools

Figure 41: Major swimming pools in B&NES

Type of Facility	Name of facility	Length	Width	Area	Lanes	Year Built	Community Use
Public	Bath Sports and Leisure Centre	25	12.5	313	6	1975	Full
Public	Bath Sports and Leisure Centre	12	6	72		1975	Full
Public	Keynsham Leisure Centre	25	11.5	288	6	1976	Full
Public	South Wansdyke Leisure Centre	25	8	200	4	1980	Full
Public	Culverhay Sports Centre	22	7.5	165	3	1990	Partial
Public	Paulton Swimming Pool	18	8	144	3	1975	Full
Private School	Kingswood School	21	8	168	3	1900	Partial
University	University of Bath	50	18	900	8	1997	Partial
Private School	Monkton Combe School	25	9	225	4	1999	Partial
Private Members Club	Fitness First Health Club	20	10	200	4	2007	Members only
Total				**2675**	**45**		

31.13 B&NES has 13.8m2 of available water space per 1000 population. This compares to a national figure of 12.79 m2 for England and 13.55 m2 for the South West region

31.14 Whilst B&NES does have a good number of pools, there are restrictions on the availability for community use in the majority of these pools which needs to be taken into consideration when judging the level of provision.

31.15 A new or refurbished facility at Bath would be weighted at or close to 100% and would be expected to see a significant increase in throughput.

31.16 There would be an expected utilisation rate of 100% for a new swimming pool and learner pool in Keynsham. This is partly due to customers being attracted to a new facility, and partly due to the current Keynsham site suffering from being an older facility by comparison to its much newer and modern competition.

31.17 Within the Norton Radstock area there are 2 pools with public use, South Wansdyke Sports Centre and Paulton Swimming Pool. This sufficient supply to meet the demand in the area.

Supply of Artificial Grass Pitches (AGP's)

31.18 According to Sport England's Facilities planning model, B&NES has a greater than average supply of Artificial Grass Pitches (AGP's). There is good geographic coverage of the pitches; although there are currently only sand dressed pitches in Bath, with Midsomer Norton and Keynsham having access to a 3G rubber crumb pitch. The rubber crumb pitches are very well utilised with Keynsham's pitch currently at 100% capacity.

31.19 Bath has a large number of sand dressed pitches, all of which are located on school sites or at the University and all of which have some limitations on community access. There are 3 pitches located at state schools, only one of which has floodlights, but there are restrictions on the lights which require them to be turned off at 6pm leaving very little practical community use in the winter evenings. The remaining school pitches are at Private School sites with varying degrees of usage that relate to each schools policy for community use.

31.20 The proposed 3G rubber crumb pitch at Odd Down would likely be utilised at 100% capacity, reflecting the desire from football and rugby clubs for a more suitable training surface during the winter months.

31.21 While Bath is well served by sand dressed pitches and there is no further need for the development of these other than for education purposes, consultation with local football and rugby clubs as well as the FA and RFU suggests that demand exists for more 3G pitches in Bath. Lansdown playing fields or a revamped Bath Leisure centre are potential locations, assuming planning issues over floodlighting can be overcome to allow the sites to be financially viable.

31.22 Midsomer Norton, the Chew Valley and Keynsham are all well served by the existing pitches and the focus in these areas should be on maintaining the quality of the pitches through regular maintenance and replacement of the carpet surface and shock pad at the appropriate intervals.

Supply of Sports Halls

31.23 The major population centres are well catered for in terms of sports halls when a 20 minute drive time catchment is applied.

31.24 Sport England's FPM model shows that B&NES has a good supply of sports halls, a number of which are operating under capacity.

31.25 The majority of sports halls are in Bath and so the majority of the underutilised halls are to be found within Bath. The demand is highest in the West of the City where a new sports hall has been built at Oldfield School.

31.26 With the addition of a new 6 court sports hall in Keynsham at Wellsway school, there is estimated to be an oversupply with halls running at a reduced capacity.

31.27 The FPM has not identified the need to build further sports halls within B&NES for community use.

LEISURE & BUILT SPORTS FACILITIES

Current Facilities

31.28 Bath Sports and Leisure Centre is located at Bath Recreation Ground (the 'Rec'). The centre currently has a gross internal floor area of 8,833 square metres and is a very large centre built in 1975. The centre has been adapted and refurbished in parts over time to attempt to reflect the changing needs of the customers it serves and to try and keep pace with changes in trends in the fitness industry. However a lack of investment in recent years have left the centre in need of a major refurbishment to modernise the offer and ensure that the facility is able to make the most of the very favourable catchment population that it serves.

31.29 The evidence base has highlighted Culverhay Sports Centre as a key site in addressing health inequalities within B&NES. It is the facility located closest to the wards which are least active and have the greatest levels of deprivation and lowest life expectancy. Whilst there is no clear case at this stage for expansion of these facilities, there is a need for refurbishment and updating to ensure that the centre has enough appeal to attract and retain members.

31.30 Chew Valley Leisure centre is a dual use site based at Chew Valley School and serves the local parishes of the rural Chew Valley area. This facility ensures that the Chew Valley area has access to local provision, as many of these residents would have to travel much further than is desirable to access leisure provision were it not for this facility. Given the rural nature of the catchment and the low population levels surrounding the facility, there is no business case for further expansion of the facilities, however it is important that these facilities are maintained to their current standard to ensure they provide an effective service to the local population.

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
BI.12a	Redevelopment of Bath Recreation ground	Desirable	Not quantified	✓			Bath
BI.12b	Bath Recreation ground river bridge	Desirable	£1,500,000	➢	✓		Bath
BI.12c	Bath Sports and Leisure Centre	Desirable	£8,000,000	➢	✓		Bath
KI.23	Keynsham Leisure Centre Redevelopment	Desirable	£6,000,000	➢	✓		Keynsham

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 demand for policing is driven more by the level of crime than population growth per se. The force has developed an ***Accommodation Project***[115] 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.

32.2 As part of this project a new ***Police Custody and Crime Investigation Centre*** has opened in Keynsham comprising 48 cells and investigation and administration floorspace.

32.3 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 ***Police and Crime Commissioner***, who was directly elected in November 2012 and will oversee policing in Somerset and the former County of Avon area. Together, they will replace the current Police Authority.

32.4 Consultation has taken place on the ***Police and Crime Plan***[116]***.*** One document will cover the force area and there will also be local plans for each of the Police Districts in the force area including B&NES.

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

[115] http://www.avonandsomerset.police.uk/accommodation/index.aspx
[116] http://www.consultation.avonandsomerset.police.uk/aspola/plan-consultation-13-14/consult_view

COMMUNITY FACILITIES: FIRE

NATIONAL

Primary legislation	
Fire and Rescue Services Act 2004[117]	Fire and Rescue Service (Emergencies) (England) Order 2007[118]

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***[119] (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.

LOCAL

33.3 ***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.

33.4 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.

[117] http://www.legislation.gov.uk/ukpga/2004/21/pdfs/ukpga_20040021_en.pdf
[118] http://www.legislation.gov.uk/uksi/2007/735/contents/made
[119] https://www.gov.uk/government/consultations/fire-and-rescue-national-framework-for-england--2

COMMUNITY FACILITIES: FIRE

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

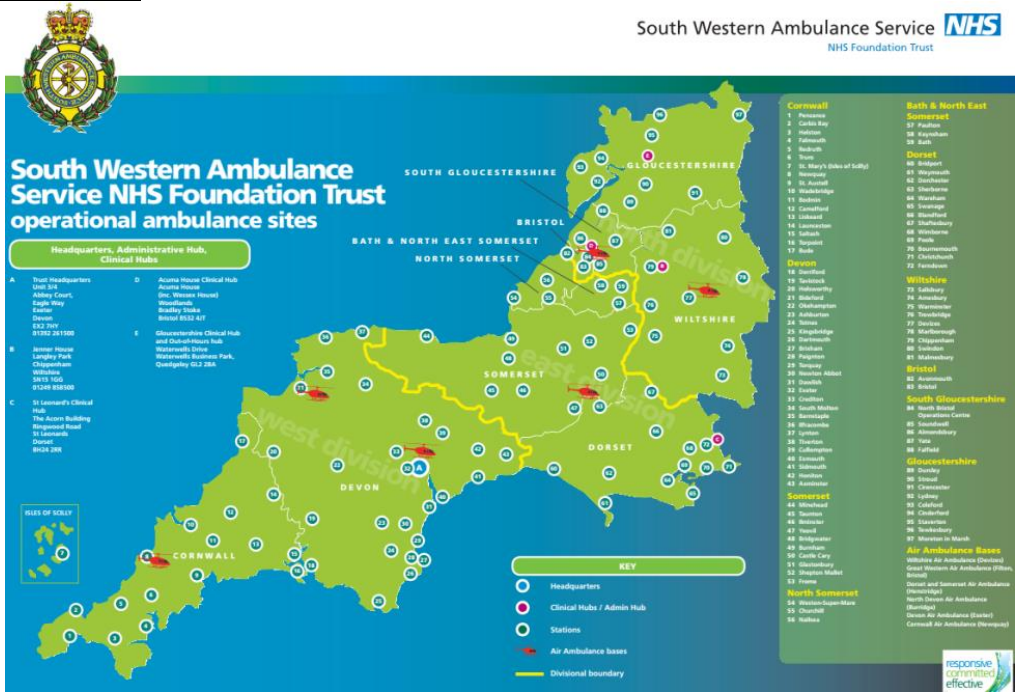
COMMUNITY FACILITIES: AMBULANCE

LOCAL

34.1 The ***South Western Ambulance Service NHS Foundation Trust*** (GWAS) works to provide ambulance services to the people of south west England. It acquired the Great Western Ambulance Service Trust in 2013. 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".

Figure 42: Operational Ambulance Sites



COMMUNITY FACILITIES: AMBULANCE

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***[120] 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

[120] http://www.barnsley.gov.uk/media/1416454/DCSF%20-Statutory%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.

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 population[121].

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 2012[122]. 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. 'Library links' will also be set up in places such as post offices, village shops etc where reservations can be collected and returned.

[121] Cipfa 2010/11 figures
[122] http://democracy.bathnes.gov.uk/documents/s16349/E2380%20Library%20Plan%202012-15.pdf

COMMUNITY FACILITIES: LIBRARIES

36.7 Bath Central Library is currently located within the Podium site in the city centre.

36.8 A new library in Keynsham has been secured as part of the re-development of the Town Hall site. This has also included a new one-stop-shop for Council service users.

36.9 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

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***[123] 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

[123] http://democracy.bathnes.gov.uk/documents/s8803/Appx%201%20The%20Strategy.pdf

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 Tyning, 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 1984[124]	Communications Act 2003[125]
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.

[124] http://www.legislation.gov.uk/ukpga/1984/12
[125] http://www.legislation.gov.uk/ukpga/2003/21/contents

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.

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***[126] 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.

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[127]'*** 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

[126] http://webarchive.nationalarchives.gov.uk/+/http://www.culture.gov.uk/images/publications/digitalbritain-finalreport-jun09.pdf
[127] http://www.culture.gov.uk/images/publications/britainsSuperfastBroadbandFuture.pdf

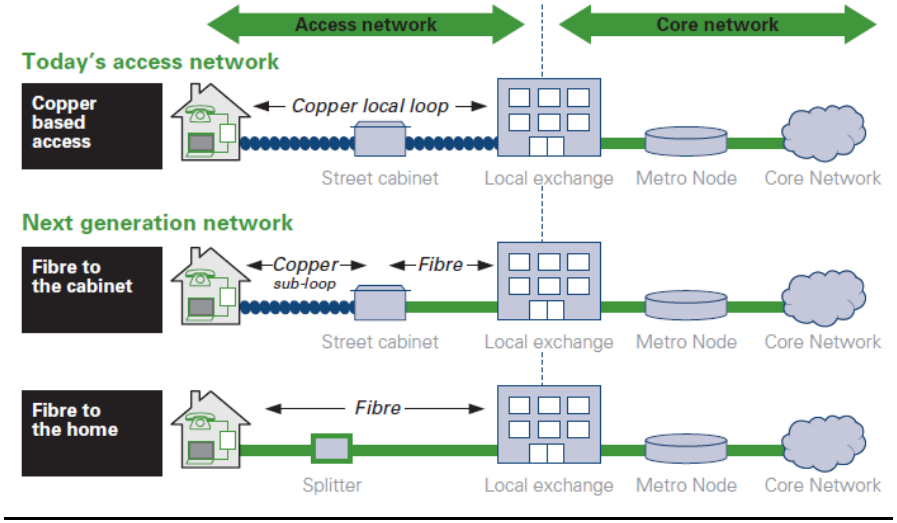
- New guidance to builders and contractors on how to ensure new buildings are broadband-ready
- Working with local authorities to reduce the cost of broadband rollout by clarifying existing guidance on street works and micro-trenching

38.9 The ***Rural Community Broadband Fund***[128] (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 compliments 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 43: Variations in Broadband Network Architecture (BIS/DCMS)



[128] http://rdpenetwork.defra.gov.uk/funding-sources/rural-community-broadband-fund

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

Mobile Broadband

38.13 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.

38.14 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.

38.15 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 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 lead it to declare that currently mobile markets are serving UK citizens and consumers well and competition between mobile operators is driving this success[129].

LOCAL

38.16 The ***Smart Economic Growth for B&NES***[130] study states that provision of future-proofed broadband and band width, especially in those areas designated as key employment development sites, will be crucial to attracting higher value-added businesses in the sectors being targeted by the Council.

38.17 The private sector is providing high speed fibre broadband (up to 24Mbps) to much of the district on a commercial basis.

38.18 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)[131], led by Devon County Council and Somerset County Council, aims to provide 100% broadband coverage, aimed at areas not covered by the private sector roll-out of superfast

[129] http://stakeholders.ofcom.org.uk/consultations/msa/statement/
[130] http://democracy.bathnes.gov.uk/documents/s2796/E2195%20Smart%20Economic%20Growth.pdf
[131] http://www.connectingdevonandsomerset.co.uk/

broadband. 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.

38.19 On January 29th 2013 Connecting Devon and Somerset signed a contract with BT[132] which aims to deliver high-speed fibre broadband to 90% of premises by 2016 and to ensure a minimum of 2Mbps speed for all. Surveying work has begun and the first locations to be upgraded will be announced in spring 2013. Most of the programme area will receive Fibre to the Cabinet. Fibre to the Premises will also be available in certain areas.

38.20 From spring 2013 BT will also make Fibre to the Premises commercially available on demand in any area where fibre broadband has been deployed, should local businesses want this.

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.31a	Broadband Improvements	Desirable	£ 2,724,000	➢	✓		District Wide
DWI.31b	SMART City Infrastructure (Bath), and District Wide, including NGA (Next Generation Access) communications networks.	Key	c.£5,000,000	➢	✓		District Wide
BI.52	Digital B&NES	Desirable	£2,225,000	➢	➢	➢	Bath

[132] http://www.connectingdevonandsomerset.co.uk/latest-news/cds-signs-contract-with-bt/

COMMUNITY FACILITIES: ARTS

NATIONAL

38.21 The term 'arts' covers: theatre, music, dance, visual arts (paintings, sculpture etc), crafts (ceramics, jewellery, etc), literature, photography, and film/cinema. This covers all genres (eg. classical music and rock/pop). Participation and engagement in the arts includes both taking part/making/creating (performing, singing, making pottery, writing poetry) and watching as an audience (going to an art exhibition, watching a play or concert or film).

38.22 National arts policy is set by Arts Council England which receives Treasury and Lottery funding to support arts activity (applied for through grant schemes).

38.23 Support for the arts is discretionary not statutory.

38.24 Most local authorities support arts activity to a greater or lesser degree. Some LAs run their own provision (eg. a theatre) and employ their own staff, others support local arts organisations and groups through grant-funding, and others commission or contract specific services. Some may do a mixture of two or all of these approaches.

LOCAL

38.25 B&NES Council's Arts Development team takes the second approach – support through grant-funding. We do not run any direct services ourselves (Victoria Art Gallery is part of B&NES Heritage Services). B&NES Arts Development also supports arts organisations and groups through providing information, advice, training and business advice surgeries.

38.26 The service is described in the B&NES Arts Development Strategy 2011-14.

38.27 Historically there has never been sufficient strategic need or budget to undertake any new capital development for buildings to house arts activity. There is however opportunity to make improvements to existing buildings owned by the Council such as the Pavilion and Chapel Arts Centre. Importantly, there is also future opportunity for development of community spaces and libraries to include provision for arts activity – for example, flexible seating, screen for films, lighting for performances, appropriate cabling/wiring, changing rooms, sprung floor for dance, foyer/bar area, acoustics planned for amplified music.

COMMUNITY FACILITIES: ARTS

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.12d	Improve the Pavilion	Desirable	Not quantified	➢	➢	➢	Bath & district
BI.54	Improve Chapel Arts Centre	Desirable	Not quantified	➢	➢	➢	Bath & district
BI.55	Improve Walcot Chapel	Desirable	Not quantified	➢	➢	➢	Bath
BI.60	Archway Centre	Desirable	£5,200,000	➢	✓		Bath

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 be have an evidence base and should be well defined projects with either funding allocated or in advanced stages of securing funding. These key items also include infrastructure that is necessary to facilitate the development of sites. Desirable infrastructure items are those which are considered to be important items, but which at this time are not able to be sufficiently evidenced or justified as key infrastructure items. These reflect projects that need to be further scoped, developed and funded.
Cost	Where identified costs of infrastructure provision are included where known; in some cases it is too early to quantify costs.
SHLAA Reference	Reference has been made to the Strategic Housing Land Availability Assessment (SHLAA) where infrastructure items are relevant to the delivery of individual sites contained within that document. Where this is the case the reference code has been given.
Funding	Details of funding sources are included where costs are specified or potential funding streams identified e.g. funding sources or bodies.
Phasing	Commentary on the phasing of the infrastructure item where known is included, particularly where this relates to funding streams or programmes that have specific phases. This has been colour coded which is explained in the key below.
Risks	Risks associated with the delivery of the infrastructure item are included, for example issues to be resolved or potential reasons for the infrastructure item not being deliverable.
Contingencies	In line with PPS12 this explains what alternatives to the provision of the infrastructure item exist or have been considered. This is particularly necessary where the provision of infrastructure items is uncertain.
Lead Agencies	Lead agencies in the delivery of the infrastructure item are listed.
Relevant Policy areas	To relate the infrastructure items back to the place based approach in the Core Strategy the infrastructure items have been listed by location i.e. District Wide; Bath; Keynsham; Midsomer Norton & Radstock; Rural Areas.
Evidence	This refers to key evidence of plans of the Council or Infrastructure Providers upon which the inclusion of the infrastructure item is based.

Phasing Key:

Complete	Committed / funding mechanism in place	Uncertain	Longer term / aspiration	✓: Expected scheme completion	➢: Scheme on-going

District Wide

DWI.1 Affordable Housing Provision	Category: Affordable Housing	Status: Key

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.

To augment the much reduced level of public investment, Housing Associations (Registered Providers) introduced 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.

Cost: Not quantified	**Potential Funding Sources:** • Section 106 • Housing Associations

Risks:

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.

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

Phasing:

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

Relevant policy areas:

District-wide

Lead Agencies:

West of England Authorities; HCA; Strategic Housing Association Partners

DWI.2a Residual and other waste treatment facilities	Category: Waste	Status: Key

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.

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.

It is expected that residual waste facilities will be funded by private operators.

See also BI.13 and KI.15

Cost: Not quantified	**Potential Funding Sources:** • 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:
- Joint Waste Core Strategy (West of England, 2010)
- Evidence gathering for IDP (Waste Services)
- Joint Residual Municipal Waste Management Strategy (West of England 2008 – under review 2015/16)
- B&NES Waste Strategy Towards Zero Waste 2020 (2005) and review (2014)

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

These comprise 3 public Recycling Centres, collections and cleansing depots and a waste transfer station. These deliver the wide-ranging and high-performing collection, recycling, disposal and street cleansing services that our residents are encouraged to participate in.

These need to be redeveloped or rebuilt as new facilities, in line with forecast growth in population and households through the Core Strategy; to adapt to further changes in waste, environmental and health and safety legislation; and to maximise operational efficiencies and budget containment.

Street cleansing operations:

- Bath city centre operations depot is required to relocate due to the Bath Quays North Enterprise Area project and it will be re-provided within the redevelopment as part of the Technical brief.
- Outer Bath operations will relocate from the Midland Road site, also due to the BWR housing development. Suitable sites within the city of Bath are being assessed, following a site search exercise.

Cost: Not quantified	**Potential Funding Sources:** • CIL / other funding sources • Partnership developments with the private sector / waste industry • Green Investment Bank

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 Towards Zero Waste 2020 (2005) and review (2014)
- Joint Waste Core Strategy (West of England, 2010)
- Evidence gathering for IDP (Waste Services)
- Joint Residual Municipal Waste Management Strategy (West of England 2008) and wider review 2015/16

Phasing		
2011/12-2015/16	**2016/17-2020/21**	**2021/22-2025/26**
➢	➢	➢

Relevant policy areas:	**Lead Agencies:**
District-wide	Council Commercial/housing developers

DWI.3a Early Years	Category: Education	Status: Key

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.

Cost:
Not quantified

Potential Funding Sources:

- Section 106 capital for strategic sites / those already with permission prior to introduction to CIL
- CIL / Other funding sources
- No central government capital funding for the majority of childcare expansion has ceased
- Private, Voluntary or Independent (PVI) sectors expected to provide future provision

Risks:
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 childcare / 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/services/children-young-people-and-families/childcare-early-years-play/childcare-sufficiency-assessm

Phasing:

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

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 near 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. Therefore additional provision will be required to accommodate them, either via expansions to existing schools where this is possible or by the provision of whole new schools.

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.

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 secured up to April 2015 and those for Strategic Sites. CIL for all other sites
- Other funding source such as Basic Needs.

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. 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
B&NES Primary and Secondary School Organisation Plan 2011-2015

Phasing:

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

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 CIL to expand existing schools and facilities.

In Keynsham and Whitchurch, 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 additional capacity maybe required.

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. Additional capacity may be required in Midsomer Norton and Radstock. 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 CIL to expand existing schools.

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.

Cost: dependent on delivery strategy and phasing. Smaller extensions as per B&NES Planning Obligations SPD, whole new facilities more costly.	**Potential Funding Sources:** Central Government funding CIL / other funding sources

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
B&NES Primary and Secondary School Organisation Plan 2013-2017

Phasing:

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

Relevant policy areas:	**Lead Agencies:**
District-wide	Local Education Authority; Developers/Landowners

DWI.4: Acute Care: RUH North Redevelopment	Category: Health	Status: Key

The RUH NHS Foundation Trust has carried out a comprehensive review of its estate and developed a strategic plan for the investment and renewal to improve the quality and standard of accommodation and services provided over the next five years.

A comprehensive phased masterplan for the area known as 'RUH North' has been prepared which identifies how specific building projects will come forward supported by a phased masterplan.

Phase 1 – is completed with the Dyson Neonatal Intensive Care, new Pathology Laboratory and Information Management Technology Centre

Phase 2 – proposed development includes the construction of a new Pharmacy Building (commencing in Sept. 2015), a proposed new visitor car park and reconfiguration of the Princess Anne Wing car park (planning application submitted in August 2015) and a new integrated therapies/rheumatology building (planning application submission end of 2015).

Phase 3 – proposed development of a new Cancer Centre to provide modern facilities for cancer care and treatment.

Cost: £27,000,000	**Potential Funding Sources:** RUH / Charity Funding / Other funding sources

Risks: Severely compromises the ability for the RUH, as an acute hospital provider to deliver its core oncology services. The poor estate currently gives patients a suboptimal experience, particularly in the chemotherapy department and the existing wide distribution of cancer services across the RUH requires patients to travel around the hospital. The new cancer buildings will house all elements of the cancer pathway under one roof, enabling the provision of holistic care and efficiencies in service pathway design. This will be a landmark project for the RUH bringing significant benefits to this patient population.

Contingencies:

Evidence:
Evidence gathering for IDP (Royal United Hospital NHS Trust)
http://www.ruh.nhs.uk/about/fit_for_the_future/index.asp?menu_id=9

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

Relevant policy areas:	Lead Agencies:
District Wide	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 (275kVand 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. Upgrade of National Grid to enable renewable sources to connect when required.

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. The network will need to be reinforced to enable renewable energy sources to connect when required.

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:	**Lead Agencies:**
District wide	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:	**Lead Agencies:**
District wide	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. The water supply grid project will enable this by giving Wessex the ability to redistribute surplus water to where it is needed throughout their water supply area. The grid is due to be completed in 2017 and be 112km in length. The grid will include connections to Bath.

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: £289m (Wessex Water Supply Grid Project)	**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)

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

• Catchment Abstraction Management Plan (Environment Agency) • Water Resources Strategy Regional Action Plan (Environment Agency) • Wessex Water Business Plan • Bristol Water Business Plan	**Relevant policy areas:** District wide	**Lead Agencies:** Bristol Water, Wessex Water, Ofwat

DWI.7a River Avon to Chew pump assisted recharge	Category: Water & Drainage	Status: Desirable

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.

However, it is possible that during a future Plan period there may be a need to consider options to provide additional resources within B&NES. The WRMP identifies options including the River Avon to Chew pump assisted recharge (yield 25ml/d).

This option is to transfer water from the River Avon downstream of Bath during winter or other periods of high flow to the Chew Valley reservoir in order to accelerate the re-fill of the reservoir. The appearance of the reservoir would change significantly, as the artificial recharge would allow much more water to be taken, resulting in rapid drawdown and re-fill profiles.

The option will require the raw water from the River Avon to be treated to remove nitrates and phosphates, together with any alien life forms, before discharge to the reservoir. In addition the scheme is essentially a winter abstraction, so the infrastructure has to be of a relatively high capacity in order to capture high volumes for a short period to achieve the expected annual yield.

Cost: £92,000,000	**Potential Funding Sources:** • Private sector funding. • 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: Chew Valley reservoir is an important designated site, being both a Site of Special Scientific Interest (SSSI) and Special Protection Area (SPA). Under the Water Framework Directive, any modification or substantial changes to current operation will need to be carefully assessed to ensure there is no impact on the current ecological status.

For this scheme to be viable, Bristol Water would need to either purchase water from Wessex Water, trade licences or acquire new licences on the River Avon close to Bath.

Contingencies:

Evidence:
- **Bristol Water Resource Management Plan**

Phasing:

2011/12-2015/16	2016/17-2020/21	2021/22-2025/26
		➢ Funding from Bristol Water

Relevant policy areas:	**Lead Agencies:**
District wide	Bristol 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. • On-going 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: District wide	Lead Agencies: Wessex Water	

DWI.9 Playing Pitches	Category: Leisure	Status: Key

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

Capacity of existing pitches can be improved through investment.

There is a lack of training facilities (3G astro pitches) for football and rugby leading to excessive wear on grass pitches which are having to accommodate both matches and training. The Football Association have identified a need for seven 3G astro pitches within the district, there are currently two.

Work towards the development of multi pitch, hub club sites as a preferred investment strategy. The key hub sites for development are Odd Down Playing Fields and Lansdown Playing Fields where the addition of 3G astro turf pitches and replacement changing and ancillary facilities are required.

As supply and demand is in balance for grass pitches the focus is on safeguarding existing provision and enhancing its quality, particularly at the strategically important sites of Odd Down and Lansdown which have been identified as key locations for development of 3G astro pitches.

Cost: not quantified	**Potential Funding Sources:** • CIL • Potential funding for community green spaces: http://www.communities.gov.uk/publications/communities/greenspacefunding • Football Foundation • Sport England

Risks:

Contingencies:

Evidence:
Built Facilities Strategy (2009) (update due for completion June 2014)
Draft Playing Pitch Assessment (2009) (update due for completion June 2014)
Green Space Strategy (2008) (update due for completion June 2014)
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:

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

Relevant policy areas:	**Lead Agencies:**
District Wide	B&NES Council Developers

DWI.10 Green Space (Formal, Natural & Allotments)	Category: Green Infrastructure	Status: Key

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.

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.

Cost: not quantified	**Potential Funding Sources:** Developer Contributions Potential funding for community green spaces: http://www.communities.gov.uk/publications/communities/greenspacefunding CIL / other funding sources

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:	**Lead Agencies:**
District Wide	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:	**Potential Funding Sources:**
£296,875 revenue funding £2.5m capital funding to 2011 Further costs not quantified	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:	**Lead Agencies:**
District Wide	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:	Potential Funding Sources:
Not known	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 • CIL / other funding sources

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:	Lead Agencies:
District Wide	B&NES; Developers

DWI.16 Leisure & Culture	Category: Leisure	Status: Key
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. 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. 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.		
Cost: not quantified	**Potential Funding Sources:** - 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 Built Facilities Strategy has made an assessment of supply and demand locally for Sports Halls, Swimming Pools, Fitness Suites, Squash Courts and Astro Turf Pitches. This has made use of Sport England's Facilities Planning Model where appropriate and has produced local standards to gauge future facility need. This work has highlighted the need for a replacement leisure centre in Keynsham, refurbishment/remodelling of Bath Sports and Leisure Centre to meet current and future demand, refurbishment of South Wansdyke Sports Centre and the development of 3G astro turf pitches at Odd Down and Lansdown Playing Fields.

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, then relocation/replacement of the Leisure Centre's facilities should be provided at the Recreation Ground or elsewhere within the City Centre, as they are crucial to meeting demand within the city.

Cost: £15,000,000	**Potential Funding Sources:** CIL / Other funding options Investment through a leisure contract procurement Increased income from facilities Sport England grant aid Football Foundation grant aid

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.20 Further Education	Category: Education	Status: Desirable
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. 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.		
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
There are two higher education institutions in the district: (i) University of Bath and (ii) Bath Spa University. 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. 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.		
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:	Phasing:		
Evidence gathering for IDP & Core Strategy (University of Bath, Bath Spa University)	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

Youth Connect provides services to young people that need them most offering universal and targeted youth services.

Services include open access youth work, information guidance and advice, positive activities, outreach and detached work, targeted preventative services as part of the Early help offer.

The service runs four Youth Hubs and a Youth Mobile bus which works across the authority.

Cost:	**Potential Funding Sources:**
Not quantified	Local Authority funding

Risks: Capital funding is not secured to improve services, significant mainstream funding is not anticipated.

Contingencies: Potential for some third sector provision but this is not guaranteed. Council would have to consider as a corporate commitment as well as supporting the local Authority youth work.

Evidence:
Evidence gathering for IDP (Children's Services / Youth Connect)
B&NES Planning Obligations SPD
OFSTED Inspection 2008 Report

Phasing:

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

Relevant policy areas:	**Lead Agencies:**
District-wide	The Local Authority Youth Service Children's Services Voluntary sector youth organisations

DWI.23 Police	Category: Community Facilities	Status: Desirable

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.

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.

This may also include the refurbishment of the Radstock station.

Cost:	**Potential Funding Sources:**
Not quantified, 2011/2012 Capital budget £5.5m	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

Phasing:

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

Relevant policy areas:	Lead Agencies:
District wide	Avon & Somerset Constabulary

DWI.24 Fire	Category: Community Facilities	Status: Desirable

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.

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 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.

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.

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.

Cost:	**Potential Funding Sources:**
Fire stations not quantified Fire hydrants £1,500 each	Avon Fire & Rescue Service (land value of existing sites could potentially contribute towards re-provision). Developers

Risks: Appropriate alternative sites have not been identified and funding not currently available. Bath station may not continue to give appropriate cover to the city.

Contingencies: Explore an alternative strategy.

Evidence:
Evidence gathering for the IDP (AFRS)
Keynsham Town Hall Masterplan rationale document (B&NES/NEW Masterplanning)
Building Regulations document B, Fire Safety, Volume 2, B5:
http://www.canterbury.gov.uk/assets/buildingcontrol/approved-document-b-vol2-2006a.pdf
Letter from Avon Fire & Rescue (dated 23/8/11)
B&NES Unitary Plan 2009-2011

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.26 Great Western Mainline Electrification & Intercity Express Programme	Category: Transport	Status: Key

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.

THIS HAS BEEN IDENTIFIED IN THE NATIONAL INFRASTRUCTURE PLAN AS ONE OF THE TOP 40 PRIORITY NATIONAL INFRASTRUCTURE PROJECTS.

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.

The new trains will have 600 seats compared to 472 on the current High Speed Trains.

This scheme is under construction. During 2015 Network Rail lowered and replaced around 10km of track to the east of Bath in preparation of the electrification. They also installed 11 new switches and crossings. The next stage will take place in 2016 and will involve the installation of the overhead line equipment.

Cost:	**Potential Funding Sources:**
Intercity Express Programme: £4.5 billion Electrification of the Great Western Main between Cardiff, Bristol and Didcot: £704 million	Department for Transport/Network Rail

Risks:

Contingencies:

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

Phasing:

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

Relevant policy areas:	Lead Agencies:
District Wide	Network Rail DfT

DW.27 Smarter Choices Interventions	Category: Transport	Status: Desirable

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.

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.

Bath Transport Strategy includes Policy GABA11 which is to continue to support car clubs and other measures to encourage alternatives to car use particularly in Bath City Centre.

Cost:	**Potential Funding Sources:**
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.	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

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.

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.

Evidence:

- Information gathering for the IDP (Transport)
- Bath Transport Interventions, Transport Modelling Report, Mott MacDonald (February 2010) www.bathnes.gov.uk/transportandstreets/travel/Pages/travelbetterlivebetter.aspx
- DfT: Alternatives to Travel: Next Steps (November 2011) http://assets.dft.gov.uk/publications/alternatives-to-travel/next-steps.pdf
- Bath Transport Strategy

Phasing:

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

Relevant policy areas:	Lead Agencies:
Bath , Keynsham, Midsomer Norton & Radstock, Rural Areas	Bath & North East Somerset Council

DWI.28 Renewable Energy Infrastructure	Category: Energy	Status: Desirable

The Council has set targets for renewable energy provision in the Core Strategy. It is anticipated that this infrastructure will be provided on a commercial basis by the private sector and householders. The Council may also have a role in delivering and enabling projects.

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. At present, this item is a placeholder for future schemes that may need support through CIL.

Cost: not quantified

Potential Funding Sources:

- 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
- CIL / Other funding sources

Risks:

Contingencies:

Evidence:

- B&NES Renewable Energy & Planning Research (2009 & 2010)
- Information gathering for the IDP (Sustainability Team)

Phasing:

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

Relevant policy areas:

District Wide

Lead Agencies:

Private sector

DWI.29 ITSO Smart Ticketing throughout All South West England: Local Sustainable Transport Fund Application	Category: Transport	Status: Desirable

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:

- 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.

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.

Cost:	**Potential Funding Sources:**
Total cost £9.41m • DfT contribution of £2.98 m has been approved	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/lstf_smart_ticketing_bid[1].pdf
Local Sustainable Transport Fund Application approved schemes:
http://assets.dft.gov.uk/publications/local-sustainable-transport-fund-guidance-on-the-application-process/successful-bid-recipients.pdf

Phasing:

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.30b LSTF Extension to 2015/16	Category: Transport	Status: Key
Cost: £643,000	**Potential Funding Sources:** •	
Risks:		
Contingencies:		
Evidence: •	**Phasing:**	
	2011/12-2015/16 ✓	**2016/17-2020/21**
	2021/22-2025/26	
	Relevant policy areas: District-wide	Lead Agencies: West of England Partnership; B&NES Council

DWI.31a 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:	**Potential Funding Sources:**
• B&NES area: £2.724m (total cost for Devon & Somerset area is c.£100m)	• Broadband Delivery UK/BIS & BT (£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
- BT
- B&NES

DWI.31b SMART City Infrastructure (Bath), and District Wide, including NGA (Next Generation Access) communications networks.	**Category: Community Facilities**	**Status: Key**

Next-generation access (NGA) describes a significant upgrade to the Broadband available by making a step change in speed and quality of the service. This is typically symmetrical with a download speed of 24Mb plus and a fast upload speed.

Super-fast broadband is generally taken to mean broadband products that provide a maximum download speed that is greater than 24 Mbit/s. This threshold is commonly considered to be the maximum speed that can be supported on current generation (copper-based) networks.

The BCREA Masterplan identifies potential for ducting and infrastructure provision within Bath Enterprise Area. This is also required throughout B&NES, supplied in partnership with commercial providers.

Cost: See BCREA Masterplan (c.£5,000,000)

Potential Funding Sources:
- Infrastructure and utility providers
- CIL / Other funding sources

Risks:

Contingencies:

Evidence:
- BCREA Masterplan
- B&NES Digital Strategy

Phasing:

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

Relevant policy areas:
- District wide

Lead Agencies:
- B&NES Providers such as BT Openreach

DWI.32 Public Toilet Provision	Category: Community Facilities	Status: Desirable

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.

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.

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
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. A SPD on sustainable construction and retrofitting is being prepared to provide guidance on sensitively retrofitting our historic building stock. As development schemes progress, it is likely that specific existing buildings within development areas may need retrofitting. This item is a placeholder in anticipation of future schemes that may need support through CIL. ROLLOUT OF SMART METERS HAS BEEN INCLUDED IN THE NATIONAL INFRASTRUCTURE PLAN AS A NATIONALLY SIGNIFICANT PRIORITY INFRASTRUCTURE SCHEME.		
Cost: Not quantified	**Potential Funding Sources:** • 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:		
	2011/12-2015/16	2016/17-2020/21	2021/22-2025/26
	➢	➢	➢
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	**Relevant policy areas:** District Wide		**Lead Agencies:** 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. The Council's emerging Food Strategy and Sustainable Energy Strategy and their concomitant action planning processes will highlight opportunities for food and energy infrastructure that could be pump primed through CIL. At present, this item is a placeholder for future schemes.		
Cost: Not quantified	**Potential Funding Sources:** CIL / Other funding sources	
Risks:		
Contingencies:		
Evidence: Evidence gathering for IDP (Sustainability Team)	**Phasing:**	

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

Relevant policy areas:	Lead Agencies:
District Wide	B&NES Council/Private Sector

DWI.35 Infrastructure for local food growing, distribution and processing	Category: Green Infrastructure	Status: Desirable

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.

"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.

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.

Cost: Not quantified	**Potential Funding Sources:** CIL / other funding sources

Risks:

Contingencies:

Evidence:

Evidence gathering for IDP (Sustainability Team)

Phasing:

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

Relevant policy areas:	**Lead Agencies:**
District Wide	B&NES Council/Private Sector

DWI.36 Kennet & Avon Canal Infrastructure	Category: Green Infrastructure	Status: Desirable

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.

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.

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:	**Lead Agencies:**
District Wide	Canal and River Trust

DWI.38a MetroWest Rail Project Phase 1: Bath Spa to Severn Beach or Portishead hourly service including new turnback facility at Bathampton	**Category: Transport**	**Status: Key**

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:

- The combined capital costs of the entire phase 1 are estimated at £35.66m (WoE cost)
- Turnback facility at Bathamption: £2.76m
- Revenue support likely to be required for a minimum of three years

Potential Funding Sources:

- Network Rail
- DfT/Devolved Major local transport Schemes Budget/ Major Transport Scheme Funding
- Great Western franchise holder
- Developer and private sector contributions

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:

- 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 MetroWest 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:

District wide

Lead Agencies:

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.

The preferred and most cost-effective approach to managing surface water on development sites is to use a variety of SUDs incorporated into the development layout. For details on our approach to SUDS please refer to the WoE Partnership Regional SUDS Guidance.

Cost: Scheme specific	**Potential Funding Sources:** • Developer contributions if required on site • CIL / other funding sources if a strategic measure

Risks:

Contingencies:

Evidence:

- Flood and Water Management Act 2010 http://www.defra.gov.uk/environment/flooding/legislation/
- Weston Village Development Water Infrastructure and Geotechnical Prioritisation Report (Arup, 2013)
- Evidence gathering for IDP(B&NES Flood Risk)

Phasing:

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

Relevant policy areas:

District wide

Lead Agencies:

- Developers
- B&NES Council

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 2020 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 2015.

Cost:

Potential Funding Sources:

- DECC
- Private Sector

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:

- DECC

Bath

BI.2 Bath Quays Waterside	Category: Water & Drainage	Status: Key

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.

Some of the potential development sites within Bath lie within flood zones 2 and 3. The SFRA level 1 and 2 recommended on-site defences combined with upstream compensatory storage, subject to hydraulic modelling. A hydrological study by Black and Veatch confirms that the impact of raising the development sites is a loss of conveyance, rather than a loss of flood storage. The report recommends that all key development sites (including housing and employment mixed use sites) to be raised to make new development safe and provide conveyance mitigation measures to compensate lost conveyance capacity.

The scheme can be delivered in a number of phases as development sites come forward. Planning permission was granted in February 2015. This work, which will enable key employment sites in the Enterprise Area 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.

Working with the Environment Agency, the Council has agreed a technical solution capable of delivery:

North Quays
Provision of a conveyance strip at the level of the tow path to offset the increase in flood risk, varying in width between 8m and 15m, extending c.300m along the River Avon. Will require the excavation of the existing grassed slope which would be reinstated landward of the conveyance strip. Downstream, proposal to locally excavate into the raised mound in Green Park to introduce a flood conveyance strip at a level of c.18mAOD. This will not require any modification of the existing river bank. Bath & North East Somerset Council and the Environment Agency will begin work on this phase of the Bath Quays Waterside project in January 2016. Construction work will be phased over the next two years and, when completed, will reduce flood risk for over 100 residential and commercial properties; reconnect the city centre to the riverside with a new waterside park, and enable the development of Bath Quays, a new office and creative quarter.

South Quays
River frontage along South Quays will need to be replaced to facilitate construction of the development site, presenting an opportunity to provide a more consistent profile bank and new conveyance strip, similar to that provided at BWR downstream. Strip to be c.4m wide at a level of c.18mAOD, c.2m below the proposed ground level in South Quays.

Lower Bristol Road
Proposal to raise the existing flood defence along this section to reduce the flood risk to Lower Bristol Road.

The project is due to begin in full in early 2016.

Cost:	**Potential Funding Sources:**
• £6.2m	West of England LEP Revolving Infrastructure Fund (£3m); repaid through a combination of: • Developer contributions (S106 - £4.3m) + other grant funding (Environment Agency - £800k), OR • City Deal business rate retention, OR • Repayment by Council

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.
- Theoretical risk that the repayable grant may not be repaid in full by the project, either as a result of market failure or potential default.
- Before any RIF funding can be drawn down from the Accountable Body each approved scheme must have a Scheme Investment Schedule prepared by the Sponsoring Authority and agreed with the LEP.
- Failure to meet the repayment time table could result in the Authority being asked to fund the repayment from other sources, exclusion from the RIF programme and further programmed funding being withdrawn.

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.
- To ensure schemes are state aid compliant, all infrastructure funded through the RIF will be publically procured in line with the Councils Contract Standing Orders either directly or jointly between the Council and the private sector.
- RIF funds are interest free.

Evidence:

- Single Conversation: West of England Delivery & Infrastructure Investment Plan (2010)p7
- B&NES (2008) Strategic Flood Risk Assessment 1&2
- B&NES (2009) Strategic Flood Risk Management Strategy
- 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)
- B&NES Council Report (Feb 2013) http://democracy.bathnes.gov.uk/documents/s24562/Core%20Strategy%20Annex%201.pdf
- Black and Veatch Bath Flood Risk Management Project: Technical Note (Feb 2013)
- Cabinet Meeting (April 2013): http://democracy.bathnes.gov.uk/documents/s25101/E2538%20Revolving%20Infrastructure%20Funding.pdf
- Planning permission (Feb 2015)

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

Relevant policy areas:	**Lead Agencies:**
Bath	Bath & North East Somerset Council; LEP; Environment Agency; Landowners/Developers

BI.3 Public Investment at Bath Western Riverside / Enterprise Area	Category: Site Specific Infrastructure	Status: Key

Public investment is needed into a number of key regeneration delivery items to bring these sites forward. Investment items include - among others- infrastructure delivery, affordable housing, remediation and land assembly.

The Bath Western Riverside (BWR) SPD covers a 35ha area and outlines this area for a mixed use development.

Outline planning permission was granted in 2010 (06/01733/EOUT) for the site, mainly for residential development. Applications for reserved matters are now being implemented on a phased basis.

The Enterprise Area is a wider area (including BWR) totalling 98ha along the river corridor. Feilden Clegg Bradley Studios have been appointed by the Council to lead the preparation of a Masterplan for the whole area. They will advise on the delivery of key sites within the area and development opportunities.

Cost:
The BWR SPD outlines that gap funding for various delivery items will be needed (Part 3 Implementation Plan).

The approximate private sector investment as outlined by Crest Nicholson is £400M. Approximate private sector investment in the secured land area (approx. 800 units) £200M. Council investment in infrastructure within the secured land of £5.7m. HCA investment in affordable housing - £6.03m for Phase 1 providing 100 affordable homes

A total of £28m has been included in the West of England Delivery & Infrastructure Plan for the Enterprise Area 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.

Potential Funding Sources:
Council Capital Funding
Further public sector funding from HCA Applied for through RGF revolving infrastructure fund
Developer funding

SHLAA Reference: WES 1

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

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.

Evidence:
Supplementary Planning Document Bath Western Riverside
Outline Planning Application No 06/01733/EOUT and associated documents
Detailed Planning Application No 06/04013/EFUL and associated documents
Evidence gathering for IDP (Development & Major Projects)
West of England Delivery & Infrastructure Plan

Phasing:

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

Relevant policy areas:

Bath

Lead Agencies:
B&NES
Developer
HCA

BI.3a New early years facility and Primary School at Bath Western Riverside (Crest Nicholson)	**Category: Education**	**Status: Key**

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) with an early years facility

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".

On site Early Years provision has been included in discussions regarding new school

Cost: c.£4,200,000	**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:

- Evidence gathering for IDP(Local Education Authority)
- SHLAA May 2011
- Outline planning permission: 06/01733/EOUT
- B&NES Primary and Secondary School Organisation Plan 2013-2017

Phasing:

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

Relevant policy areas:	**Lead Agencies:**
Bath	Local Education Authority; Developers/Landowners

Bl.3b New GP surgery at Bath Western Riverside	**Category: Health**	**Status: Key**
Outline planning application for whole site, 06/01733/EOUT was permitted in December 2010 which included the requirement to provide a new GP surgery. 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".		
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:	**Phasing:**		
• SHLAA May 2011 • Outline planning permission: 06/01733/EOUT	**2011/12-2015/16**	**2016/17-2020/21**	**2021/22-2025/26**
		✓	
	Relevant policy areas: Bath		**Lead Agencies:** CCG; Developer

Bl.3d New vehicular bridge across the River Avon (Destructor Bridge replacement)	**Category: Transport**	**Status: Key**

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)

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".

"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".

A Corporate Agreement between Crest Nicholson and B&NES stipulates that the Destructor Bridge, supporting a two lane road with pedestrian movements, needs to be completed prior to the occupation of the 650th unit. This is forecast for 2018 but with funding, the bridge construction can be brought forward to 2013 allowing the rate of development to be accelerated and the early delivery of homes. The Agreement also contracts the Council to contribute £1.8m towards the bridge. The existing A4/Midland Road junction is to be signalled.

Cost: £3.2million total cost	**Potential Funding Sources:** West of England LEP Revolving Infrastructure Fund, repaid through Developer contributions (£1.8m)	**SHLAA Reference:** WES 1

Risks:

- 06/01733/EOUT was granted outline planning permission in December 2010
- Theoretical risk that the repayable grant may not be repaid in full by the project, either as a result of market failure or potential default.
- Before any RIF funding can be drawn down from the Accountable Body each approved scheme must have a Scheme Investment Schedule prepared by the Sponsoring Authority and agreed with the LEP.
- Failure to meet the repayment time table could result in the Authority being asked to fund the repayment from other sources, exclusion from the RIF programme and further programmed funding being withdrawn.

Contingencies:

- To ensure schemes are state aid compliant, all infrastructure funded through the RIF will be publically procured in line with the Councils Contract Standing Orders either directly or jointly between the Council and the private sector.
- RIF funding is interest free.

Evidence:	**Phasing:**

• SHLAA May 2011 • Outline planning permission: 06/01733/EOUT • Cabinet Meeting (April 2013): http://democracy.bathnes.gov.uk/documents/s25101/E2538%20Revolving%20Infrastructure%20Funding.pdf	**2011/12-2015/16**	**2016/17-2020/21**	**2021/22-2025/26**
		✓	
	Relevant policy areas: Bath		**Lead Agencies:** Developer; B&NES Council; LEP

Bl.3e New pedestrian bridge across the River Avon	**Category: Transport**	**Status: Desirable**

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.

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.

"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".

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:
- SHLAA May 2011
- Outline planning permission: 06/01733/EOUT
- Bath City Riverside Enterprise Area Masterplan

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

Relevant policy areas:	**Lead Agencies:**
Bath	Developer

<table>
<tr><td colspan="2">BI.3f Enhanced pedestrian facilities, new paths and cycleways at Bath Western Riverside</td><td>Category: Public Realm</td><td>Status: Key</td></tr>
<tr><td colspan="4">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</td></tr>
<tr><td colspan="2">Cost: Not quantified</td><td>Potential Funding Sources:
Developer contributions</td><td>SHLAA Reference: WES 1</td></tr>
<tr><td colspan="4">Risks: 06/01733/EOUT was granted outline planning permission in December 2010</td></tr>
<tr><td colspan="4">Contingencies:</td></tr>
<tr><td colspan="2" rowspan="3">Evidence:
• SHLAA May 2011
• Outline planning permission: 06/01733/EOUT</td><td colspan="2">Phasing:</td><td></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:
Bath</td><td colspan="2">Lead Agencies:
Developer</td></tr>
</table>

<table>
<tr><td colspan="2">Bl.3g New riverside park at Bath Western Riverside</td><td>Category: Green Infrastructure</td><td>Status: Key</td></tr>
<tr><td colspan="4">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</td></tr>
<tr><td colspan="2">Cost: Not quantified</td><td>Potential Funding Sources:
Developer contributions</td><td>SHLAA Reference: WES 1</td></tr>
<tr><td colspan="4">Risks: 06/01733/EOUT was granted outline planning permission in December 2010</td></tr>
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• Outline planning permission: 06/01733/EOUT</td><td colspan="2">Phasing:</td><td></td></tr>
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<tr><td colspan="2">Relevant policy areas:

Bath</td><td colspan="2">Lead Agencies:

Developer</td></tr>
</table>

Bl.3h Relocation of Bath Public Recycling Centre Facility	**Category: Waste**	**Status: Key**
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 public facility needs to be relocated elsewhere to enable housing 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 public recycling facilities only. Waste and recycling collections and transfer operations will relocate to Keynsham (KI.19). The Council are currently considering potential sites.		
Cost: £3,500,000	**Potential Funding Sources:** B&NES Council Pooled developer contributions	**SHLAA Reference:** WES 1
Risks: • 06/01733/EOUT was granted outline planning permission in December 2010. • Suitable alternative site(s) has to be found.		
Contingencies: Site needs to be allocated in the Placemaking Plan		

Evidence:	**Phasing:**		
• SHLAA • Outline planning permission: 06/01733/EOUT	**2011/12-2015/16**	**2016/17-2020/21**	**2021/22-2025/26**
	➢	✓	
	Relevant policy areas: Bath / Keynsham	**Lead Agencies:** B&NES Council;	

BI.3i New on-site primary sub station at Bath Western Riverside	**Category: Energy**	**Status: Key**

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.

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.

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:

- 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:	**Lead Agencies:**
Bath	B&NES Council; Developer; Western Power Distribution

Bl.3k Windsor Bridge Road Improvements	**Category: Transport**	**Status: Desirable**
Enhanced junctions with Upper and Lower Bristol Roads with public realm improvements		
Cost: £170,000	**Potential Funding Sources:**	**SHLAA Reference:** WES 1
Risks:		
Contingencies:		

Evidence:	**Phasing:**		
• Major Projects	**2011/12-2015/16**	**2016/17-2020/21**	**2021/22-2025/26**
	✓		
	Relevant policy areas: Bath	**Lead Agencies:**	

BI.3l Re-routing Pinesway Gyratory	**Category: Transport**	**Status: Desirable**

As part of the Enterprise Area proposals in the Green Park area there is an aspiration to remove the existing A36 Pines Way gyratory, expressly the northern link. This is to allow development land currently within the central island of the gyratory to be better integrated with master-plan proposals for land within the Green Park West area to the north. Removal brings significant benefits to the Enterprise Area, allowing enhanced pedestrian and sustainable transport environment.

The re-routing of the northern arm of Pinesway Gyratory has been explored as part of the Bath Transport Strategy (2014). This concludes that the northern arm can be removed, subject to the detailed TIA of developments within the area.

Cost:	**Potential Funding Sources:** Local Sustainable Transport Fund CIL / other funding sources	**SHLAA Reference:** WES 1

Risks:

Contingencies:

Evidence:

- B&NES (Major Projects)
- Bath City Riverside Enterprise Area Masterplan
- Bath Transport Strategy
- Bath Enterprise Area / Transport Strategy S-Paramics Modelling (CH2MHill) 2014

Phasing:

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

Relevant policy areas:	**Lead Agencies:**
Bath	

Bl.6a Riverside enhancements as part of GDS.1/B16 Hilton Hotel / Podium / Cattlemarket site	**Category: Green Infrastructure**	**Status: Key**
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:	**Phasing:**		
• SHLAA • Bath City Riverside Enterprise Area Masterplan	**2011/12-2015/16**	**2016/17-2020/21**	**2021/22-2025/26**
	➢	➢	➢
	Relevant policy areas: Bath	**Lead Agencies:** Podium/Cattlemarket site landowner/developer B&NES Council	

BI.7: Bath Centre District Heating Network	**Category: Energy**	**Status: Desirable**
The implementation of a district heating scheme in Bath has been investigated and shown to have the potential to deliver significant CO_2 reductions (3097 tonnes CO_2 pa) and long-term financial (3.96% IRR) returns. 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.		
Cost: £5,010,224	**Potential Funding Sources:** Private financing from third-party ESCOs Developer contribution Renewable Heat Incentive/Feed In Tariff CIL / Other funding sources	
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:	Lead Agencies:
Bath	Bath & North East Somerset Council; Landowners/Developers; Energy Services Company

BI.8: Bath Enterprise Area 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 CO_2 reductions (3401 tonnes CO_2 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:	Potential Funding Sources:
£5,448,996	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:	Lead Agencies:
Bath Riverside	Bath & North East Somerset Council; Landowners/Developers

Bl.9a New early years facility and primary school at MOD Foxhill site	**Category: Education**	**Status: Key**
The re-development of MOD Foxhill, Bath will trigger the need for a new early years facility and 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.		
Cost: c.£4,200,000	**Potential Funding Sources:** Developer to provide the land and building for a new 210 place primary school on site	**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:	**Phasing:**		
• Evidence gathering for IDP(Local Education Authority) • SHLAA • B&NES Primary and Secondary School Organisation Plan 2013-2017	**2011/12-2015/16**	**2016/17-2020/21**	**2021/22-2025/26**
		➢	➢
	Relevant policy areas: Bath	**Lead Agencies:** Local Education Authority; Developers/Landowners	

BI.9b Highways infrastructure associated with MOD Foxhill site	**Category: Transport**	**Status: Key**

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.

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.

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.

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:	**Lead Agencies:**
Bath	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:	**Phasing:**		
• SHLAA (May 2011) • B&NES Local Plan (Adopted October 2007)	**2011/12-2015/16**	**2016/17-2020/21**	**2021/22-2025/26**
		➢	➢
	Relevant policy areas: Bath	**Lead Agencies:** Developers/Landowners	

BI.9d Gas infrastructure at MOD Foxhill site	**Category: Energy**	**Status: Key**
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.		
Cost: Not quantified	**Potential Funding Sources:** Wales & West Utilities/Developer contributions	**SHLAA Reference:** CDN3
Risks:		
Contingencies:		

Evidence:	**Phasing:**		
• Wales & West Utilities	**2011/12-2015/16**	**2016/17-2020/21**	**2021/22-2025/26**
		➢	➢
	Relevant policy areas: Bath	**Lead Agencies:** Wales & West Utilities; Developer	

BI.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:	**Phasing:**		
• Wessex Water	**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:** • CCG / NHS England / GP • Developer Contributions	**SHLAA Reference:** CDN3
Risks:		
Contingencies:		
Evidence: • B&NES PCT (former)	**Phasing:**	
	2011/12-2015/16	**2016/17-2020/21** ➢ / **2021/22-2025/26** ➢
	Relevant policy areas: Bath	**Lead Agencies:** Wessex Water; Developer

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

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

Risks: A sufficiently adequate site needs to be found

Contingencies:

Evidence:
Evidence gathering for IDP (Royal Mail)
SHLAA
Bath Transport Strategy
Bath City Riverside Enterprise Area Masterplan

Phasing:

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

Relevant policy areas:

Bath

Lead Agencies:
Developer
B&NES Council
Royal Mail

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

The Recreation Ground (commonly the Rec) is a large open space in the centre of Bath, next to the River Avon, which is available to be used by permission from the Recreation Ground Trust for recreational purposes.

About a quarter of the Rec is leased to Bath Rugby during the rugby union season as a sports ground capable of holding 13,500 people. During the summer the rugby ground's temporary East Stand is removed.

Bath Rugby have aspirations to construct a new stadium on the Rec.

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:	**Lead Agencies**:
Bath	Bath Rugby Club

BI.12b Bath Recreation ground river bridge	**Category: Transport**	**Status: Desirable**
Aspirational new bridge to link the Rec with the western side of the Avon.		
Cost: £1,500,000	**Potential Funding Sources:** LSTF	
Risks: Potential issues with disruption of views to Pulteney Bridge would need to be overcome		
Contingencies:		

Evidence:	**Phasing:**		
• Draft PAFF	**2011/12-2015/16**	**2016/17-2020/21**	**2021/22-2025/26**
	➢	➢	➢
	Relevant policy areas: Bath	**Lead Agencies**:	

BI.12c Bath Sports and Leisure Centre	**Category: Leisure**	**Status: Desirable**

The Built Facilities strategy has identified the need to remodel/refurbish Bath Sports and Leisure Centre to create a more modern fit for purpose facility that meets the needs of the community it serves. There is currently an oversupply of sports halls in Bath, a significant undersupply of fitness suites and a lack of indoor facilities aimed at young people and families. It has also been identified that there are no 'learner pools' within the district only full size and full depth main pools, learner pools are much more effective for teaching swimming and the shallower depth more suited to aqua aerobics and other forms of water exercise, with Bath Sports and Leisure Centre an ideal location for the facility. The refurbishment and investment strategy are to be agreed and delivered as part of a new leisure contract.

Cost: £8,000,000	**Potential Funding Sources:** Leisure Contractor as part of a new leisure contract (procurement started 2014) Sport England CIL / Other funding sources

Risks: Cost
Agreement with Recreation Ground Trust

Contingencies:

Evidence:
Built Facilities strategy (2014)

Phasing:		
2011/12-2015/16	**2016/17-2020/21**	**2021/22-2025/26**
➢	✓	

Relevant policy areas:	**Lead Agencies:**
Bath	B&NES Council; Leisure Contractor

BI.12d Improve the Pavilion	**Category: Community Facilities**	**Status: Desirable**

Currently within the contract with Aquaterra for sports centres management. This contract ends June 2013 and another contractor may be appointed.

The venue has a long history as a live music venue but has poor facilities (toilets, bar), inadequate back-stage space, poor foyer/circulation space, and is in need of general updating and decoration.

Cost: Not quantified	**Potential Funding Sources:** New contractor, if appointed, may be able to invest

Risks: No funding is allocated by the Council to support this initiative

Contingencies:

Evidence:
The report produced for B&NES Council by The Arts Business Ltd (ABL), 2007, identified the Pavilion as a 'quick win' – even modest improvements to this venue would make a significant difference to the quality of customer experience

Phasing:

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

Relevant policy areas:	**Lead Agencies**:
Bath	B&NES Council; venue Operator

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

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.

Planning consent was granted (15/00741/MRES, August 2015) to build a Materials Recycling Facility (MRF).

See also DWI.2a

Cost: Not quantified	**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
Planning Consent for 15/00741/MRES

Phasing:		
2011/12-2015/16	**2016/17-2020/21**	**2021/22-2025/26**
➢	➢	➢

Relevant policy areas:	**Lead Agencies:**
Bath	B&NES Council Developer Land owner

<table>
<tr><td colspan="2">BI.16 A36 bus lane</td><td>Category:
Transport</td><td>Status:
Desirable</td></tr>
<tr><td colspan="4">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.</td></tr>
<tr><td colspan="2">Cost:
• £3,000,000</td><td colspan="2">Potential Funding Sources:
• Annual transport capital programme block allocation for integrated transport
• CIL</td></tr>
<tr><td colspan="4">Risks: This scheme has been deleted from the BTP and is therefore a desirable longer term project</td></tr>
<tr><td colspan="4">Contingencies: Continue as at present with no bus lane.</td></tr>
<tr><td colspan="2" rowspan="3">Evidence: Bath Transportation Package Major Scheme Bid:
http://www.bathnes.gov.uk/transportandstreets/transportpolicy/plansandstrategies/bathpackage/Pages/default.aspx</td><td colspan="2">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>Relevant policy areas:

Bath</td><td colspan="2">Lead Agencies:

Bath & North East Somerset Council</td></tr>
</table>

BI.17 Replacement of allotments at Southbourne Gardens, Fairfield Park	**Category: Green Infrastructure**	**Status: Desirable**
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.		
Cost: Not quantified	**Potential Funding Sources:** Developer contributions	**SHLAA Reference:** WAL 1
Risks:		
Contingencies: Sites could be allocated in the Placemaking Plan		

Evidence:	**Phasing:**		
• SHLAA May 2011 • 07/01598/FUL • APP/F0114/A/09/2109482	**2011/12-2015/16**	**2016/17-2020/21**	**2021/22-2025/26**
	➢	➢	➢
	Relevant policy areas: Bath	**Lead Agencies:** B&NES Council	

BI.21 New primary school and early years facility at Bath Western Riverside (BWR Other) (previously part of BI.9)	**Category: Education**	**Status: Key**
210 places required for the additional housing making up the BWR development, in addition to the places required for the Crest BWR housing		
Cost: dependent on delivery strategy and phasing Approximate cost of a 210 place primary school is c.£4,200,000	**Potential Funding Sources:** CIL / Other funding sources	
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
- B&NES Primary and Secondary School Organisation Plan 2013-2017

Phasing:		
2011/12-2015/16	**2016/17-2020/21**	**2021/22-2025/26**
➢	➢	➢

Relevant policy areas:

Bath

Lead Agencies:

Local Education Authority; Developers/Landowners

BI.22 Relocation of Bath Ambulance Station	**Category: Community Facilities**	**Status: Desirable**

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. The SWASFT is currently undertaking an operational modelling exercise which will take into account both existing demand and planned future demand from new housing, which may have implications for B&NES. The work will provide more detailed information relating to required future provisions such as ambulance stations and provision of "stand by points". The findings of the work are expected to be available by the end of 2015.

Cost: not quantified	**Potential Funding Sources:** South Western Ambulance Service NHS Foundation Trust – 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: the existing site continues to operate with Standby Points located around the area.

Evidence:
Evidence gathering for the IDP (SWASFT)

Phasing:		
2011/12-2015/16	**2016/17-2020/21**	**2021/22-2025/26**
➢	➢	➢

Relevant policy areas:	**Lead Agencies:**
Bath; District wide	South Western Ambulance Service NHS Foundation Trust

BI.23 New on-site primary sub station at Bath University	**Category: Energy**	**Status: Key**
To maintain the continuity of supply in line with expected growth it is likely that a new Primary Substation will be required at Bath University.		
Cost: Not quantified	**Potential Funding Sources:** Developer contributions Western Power Distribution	
Risks:		
Contingencies:		
Evidence: • Evidence gathering for IDP (Western Power Distribution)	**Phasing:**	

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

Relevant policy areas:	**Lead Agencies:**
Bath	Bath University; Developer; Western Power Distribution

BI.27a Highway works associated with MOD Ensleigh site	**Category: Transport**	**Status: Key**

Vehicular access is possible from Lansdown Road and/or Granville Road. The access and on-site roads of adoptable standard are required.

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

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.

Parking: Reduction to Local Plan parking maximum standards may not be considered appropriate given its location. Cycle parking required.

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.

Cost: Not quantified	**Potential Funding Sources:** Developer contributions	**SHLAA Reference:** LANS 5

Risks:

Contingencies:

Evidence:

- SHLAA (May 2011)

Phasing:		
2011/12-2015/16	**2016/17-2020/21**	**2021/22-2025/26**
	➢	✓

Relevant policy areas:	**Lead Agencies:**
Bath	Developer

BI.27b New primary school at MOD Ensleigh site (and other educational requirements)	**Category: Education**	**Status: Key**
The re-development of MOD Ensleigh 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.		
Cost: c.£4,200,000	**Potential Funding Sources:** Developer contributions	**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:	**Phasing:**		
• Evidence gathering for IDP(Local Education Authority) • SHLAA • West of England IDP (Roger Tym/URS May 2010) • B&NES Primary and Secondary School Organisation Plan 2013-2017	**2011/12-2015/16**	**2016/17-2020/21**	**2021/22-2025/26**
	➢	➢	➢
	Relevant policy areas: Bath	**Lead Agencies:** Local Education Authority; Developers/Landowners	

BI.27c Gas infrastructure at MOD Ensleigh site	**Category: Energy**	**Status: Key**
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.		
Cost: Not quantified	**Potential Funding Sources:** Wales & West Utilities/Developer contributions	**SHLAA Reference:** LANS 5
Risks:		
Contingencies:		

Evidence:	**Phasing:**		
• Wales & West Utilities	**2011/12-2015/16**	**2016/17-2020/21**	**2021/22-2025/26**
		➢	➢
	Relevant policy areas: Bath	**Lead Agencies:** Wales & West Utilities; Developer	

BI.27d Green infrastructure at MOD Ensleigh site (including ecology)	**Category: Green Infrastructure**	**Status: Key**

Must comply with the Green Infrastructure Strategy

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.

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).

Should incorporate Sustainable Urban Drainage Systems

Cost: Not quantified	**Potential Funding Sources:** Developer contributions	**SHLAA Reference:** LANS 5

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

BI.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:	**Phasing:**		
• B&NES Council Report (Feb 2013) http://democracy.bathnes.gov.uk/documents/s24562/Core%20Strategy%20Annex%201.pdf	**2011/12-2015/16**	**2016/17-2020/21**	**2021/22-2025/26**
		➢	✓
	Relevant policy areas: Bath	**Lead Agencies:** Developer	

BI.28a Highway works associated with MOD Warminster Road site	Category: Transport	Status: Key
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. S106: Contributions towards sustainable transport measures. Potential requirement for mitigation measures for junction improvements or contributions for sustainable travel.		
Cost: Not quantified	**Potential Funding Sources:** Developer contributions	**SHLAA Reference:** BWIK 1
Risks:		
Contingencies:		

Evidence:	**Phasing:**		
• SHLAA (May 2011)	**2011/12-2015/16**	**2016/17-2020/21**	**2021/22-2025/26**
		✓	
	Relevant policy areas: Bath	**Lead Agencies:** Developer	

BI.28b Gas infrastructure at MOD Warminster Road site	**Category: Energy**	**Status: Key**
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.		
Cost: Not quantified	**Potential Funding Sources:** Wales & West Utilities/Developer contributions	**SHLAA Reference:** BWIK 1
Risks:		
Contingencies:		

Evidence:	**Phasing:**		
• Wales & West Utilities	**2011/12-2015/16**	**2016/17-2020/21**	**2021/22-2025/26**
		✓	

Relevant policy areas:	**Lead Agencies:**
Bath	Wales & West Utilities; Developer

BI.28c Expansion of Bathwick St. Mary C of E Primary School for Central and River Corridor and MoD Warminster Road	**Category: Education**	**Status: Key**
There will be an additional need for primary school places generated by the further planned development within the central and river corridor area of Bath and the development at MoD Warminster Road, resulting in the need to provide approximately 210 places. It is proposed to expand Bathwick St.Mary's C of E Primary school to provide these places.		
Cost: dependent on delivery strategy and phasing Approx cost of a 210 place expansion £2,500,000	**Potential Funding Sources:** Developer Contributions (as per current permission) CIL if resubmission of scheme	
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:	**Phasing:**		
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 B&NES Primary and Secondary School Organisation Plan 2013-2017	**2011/12-2015/16**	**2016/17-2020/21**	**2021/22-2025/26**
	➢	➢	➢
	Relevant policy areas: Bath		**Lead Agencies:** Local Education Authority; Developers/Landowners

Bl.30a Bath Quays Bridge	**Category: Transport**	**Status: Key**

A Footbridge to be delivered as part of Bath Quays development, linking north and south quays will be delivered in order to improve connectivity, and to consider the sites together. It will link Green Park Road on the north side to the Newark Works buildings on the south and open up new riverside leisure and culture opportunities alongside new commercial activities.

A design competition was held during 2015 for the new bridge.

The winning design was submitted by Paris-based engineering and architectural consultancy Marc Mimram.

Cost: £2,500,000

Potential Funding Sources:
West of England LEP Revolving Infrastructure Fund, repaid through a combination of:

- Developer contributions
- Potential CIL contributions
- City Deal business rate retention

Risks: Theoretical risk that the repayable grant may not be repaid in full by the project, either as a result of market failure or potential default.

Contingencies: To ensure schemes are state aid compliant, all infrastructure funded through the RIF will be publically procured in line with the Councils Contract Standing Orders either directly or jointly between the Council and the private sector.

Evidence:

- Evidence gathering for IDP (Development & Major Projects)
- West of England LEP RIF funding allocations
- Cabinet Meeting (April 2013): http://democracy.bathnes.gov.uk/documents/s25101/E2538%20Revolving%20Infrastructure%20Funding.pdf
- Bath City Riverside Enterprise Area Masterplan
- Bridge Design Competition

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

Relevant policy areas:	**Lead Agencies:**
Bath	B&NES Council

BI.30b Relocation of Bath Quays Coach Park	**Category: Transport**	**Status: Key**

Relocation of current coach park on alternative site within Bath. The Bath Transport Strategy (Policy GABP13) states that coaches will continue to be promoted as an important means of bringing visitors to the city. The use of Weston Island as an initial alternative to Avon Street Coach Park is supported pending the development of a more permanent solution.

Action GABA33 states that a replacement coach park should be provided at either Weston Island or Odd Down Park and Ride site.

Action GABA34 states that an additional site should be developed where coaches can drop off visitors (e.g. Manvers Street / Avon Street).

Action GABA35 states that an additional coach parking site near to the city centre needs to be found to complement the use of Weston Island.

Action GABA36 states that measures should be investigated to restrict coaches from driving into the city without contributing to the local economy.

Cost: £750,000

Potential Funding Sources:

- B&NES Council
- West of England LEP Revolving Infrastructure Fund

Risks:

Contingencies:

Evidence:
Draft PAFF (2012)
Bath Transport Strategy
Bath City Riverside Enterprise Area Masterplan

Phasing:

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

Relevant policy areas:	**Lead Agencies:**
Bath	B&NES Council

BI.30c Re-routing Green Park Road	**Category: Transport**	**Status: Key**
Bath & North East Somerset Council and the Environment Agency will begin work on the next phase of the Bath Quays Waterside project in January 2016. A new section of road will be built, connecting Corn Street with Green Park Road, which, on completion will carry two-way traffic. Traffic will be permanently diverted from a length of Green Park Road (next to Avon Street car park), allowing the river bank alongside to be widened, providing additional flood flow and a new public open space.		
Cost: £3,800,000	**Potential Funding Sources:** • Developer contributions (£1,600,000) • B&NES Council (£2,200,000) • West of England LEP Revolving Infrastructure Fund	
Risks:		
Contingencies:		
Evidence: • Evidence gathering for IDP (Development & Major Projects) • Bath City Riverside Enterprise Area Masterplan	**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: Key**
The car park will eventually be demolished (anticipated in 2017) in preparation for the £65m Bath Quays development, which is part of the Enterprise Area. The multi-storey element of the car park provides 414 parking spaces. The car park will remain open whilst development begins on the surface level car park. The adjacent surface level car park, which contains 216 spaces will be replaced by the Bath Quays Waterside and Bath Quays North projects.		
Cost: £8.75m	**Potential Funding Sources:**	
Risks:		
Contingencies:		

Evidence:	**Phasing:**		
• Evidence gathering for IDP (Development & Major Projects) • Bath City Riverside Enterprise Area Masterplan	**2011/12-2015/16**	**2016/17-2020/21**	**2021/22-2025/26**
	➢	✓	
	Relevant policy areas: Bath		**Lead Agencies:** B&NES Council

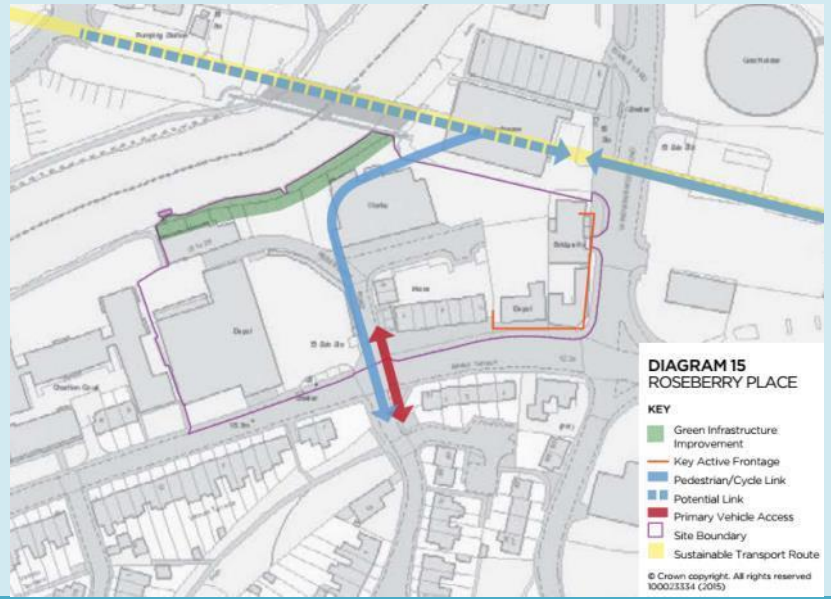
BI.32 Community Facility associated with the Former St. Marys School site	**Category: Community Facilities**	**Status: Desirable**
This site is allocated in the Local Plan under reference GDS.1/B14 for around 15 dwellings and requires the provision of a community facility.		
Cost: Not quantified	**Potential Funding Sources:** Developer contributions	**SHLAA Reference:** LANS 1
Risks:		
Contingencies:		

Evidence:	**Phasing:**		
• SHLAA (May 2011) • B&NES Local Plan adopted 2007	**2011/12-2015/16**	**2016/17-2020/21**	**2021/22-2025/26**
		✓	
	Relevant policy areas: Bath	**Lead Agencies:** Developer	

BI.33 Walcot Riverside Path	Category: Green Infrastructure	Status: Desirable
Cost: £180,000	**Potential Funding Sources:**	
Risks:		
Contingencies:		
Evidence: •	**Phasing:**	
	2011/12-2015/16 ➢	**2016/17-2020/21** ➢
	2021/22-2025/26 ➢	
	Relevant policy areas: Bath	**Lead Agencies:**

BI.35a Bus/Cycle/Pedestrian link Locksbrook Road to Windsor Bridge Road	Category: Transport	Status: Desirable

Providing a cycle / bus / pedestrian link between Locksbrook Road and Windsor Bridge Road via reuse of the abandoned railway bridge over the Avon. This will link into infrastructure provided by the Roseberry Place development (detailed in BI.57) and form part of the sustainable transport route (detailed in BI.35b).



Cost: £200,000	**Potential Funding Sources:** • CIL / other funding sources • LSTF

Risks:

Contingencies:

Evidence:
Bath City Riverside Enterprise Area Masterplan

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

Relevant policy areas:	Lead Agencies:
Bath	

<table>
<tr><td colspan="2">BI.35b Locksbrook / Brassmill Sustainable Transport Route</td><td>Category: Transport</td><td>Status: Desirable</td></tr>
<tr><td colspan="4"></td></tr>
<tr><td colspan="2">Cost: Not quantified</td><td colspan="2">Potential Funding Sources:
• CIL / other funding sources</td></tr>
<tr><td colspan="4">Risks:</td></tr>
<tr><td colspan="4">Contingencies:</td></tr>
<tr><td colspan="2" rowspan="4">Evidence:</td><td colspan="2">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:

Bath</td><td>Lead Agencies:</td></tr>
</table>

BI.36a East of Bath Park and Ride	Category: Transport	Status: Key

The Traffic Management Act 2004 places a duty on the Council to secure the expeditious movement of traffic on the road network to avoid, eliminate or reduce road congestion. 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, and identified in the Government funded Bristol / Bath to South Coast Study and Greater Bristol Strategic Transport Study. The Bath Transport Strategy also supports a new Park and Ride to the east of the city. There are estimated to be c.4,000 people who commute from the east of Bath by car each day. By providing a more attractive, cost-effective and sustainable mode of transport to enter the city, it would predominantly be these travellers who would be expected to use the new park and Ride facility, in addition to visitors to the city.

The potential reductions to existing traffic achievable on the A4 London Road and Bathwick Street with this proposed facility in place gives positive decongestion benefits to this part of the network.

It is estimated that a 1,400 space Park and Ride facility would be used by some 2,000 cars each day, equivalent to 4,000 daily car journeys into and out of Bath.

The scheme has been assessed by the West of England Joint Transport Executive Committee as affordable and deliverable.

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 JLTP will be reviewed next year and is likely to continue the policy support for Park and Rides within the West of England.

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.

The scheme has been included in the National Infrastructure Plan where the Government has welcomed the strategy put forward by the Council. The Government will consider a business case developed by the Council that assesses the viability of proposals including a park and ride to the east of Bath.

Three sites were included in the Sept/Oct 2015 public consultation:

- Site A: east of A4/A46 junction
- Site B: west of Mill Lane
- Site F: east of Mill Lane

The main issues raised during the consultation related to need; benefit; impact and potential alternatives.

Councillors resolved in November 2015 to work together on options for a site for the Park and Ride. Options for a number of sites will be reviewed and assessed by a cross-party group of Councillors, who will present their recommendations to the Council's Communities, Transport and Environment Scrutiny Panel and the Cabinet.

Cost: £10,00,000 (2016 price)	**Potential Funding Sources:** • DfT/Devolved major scheme funding • B&NES Capital Programme

Risks:
An alternative site to that promoted as a part of the Bath Package needs to be identified.
Revenue risk in the case that the project does not go ahead.
Cost to be reviewed once a preferred site is selected.

Contingencies:
Consultation on alternative sites has commenced.
Provisional approved budget for the project, funded through corporate borrowing.
GBSTS and pre de-scoped Bath Package both included support for an Eastern Park and Ride.

Evidence:

- IDP evidence gathering (B&NES Transport)
- WoE LEP
- West of England Joint Transport Executive Committee
- Bristol / Bath to South Coast Study (2004); Greater Bristol Strategic Transport Study (2006)
- Pre de-scoped Bath Package
- National Infrastructure Plan: https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/381884/2902895_NationalInfrastructurePlan2014_acc.pdf
- 12th November 2015 B&NES Full Council Meeting
- CH2MHill transport modelling (2014)

Phasing:

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

Relevant policy areas:	**Lead Agencies:**
Bath	B&NES Council

BI.37a Bath Public Realm Improvements: Westgate East / Cheap Street	**Category: Public Realm**	**Status: Key**
The Concept Design for Westgate Street/Cheap Street is for a shared surface design, which increases the quality of the pedestrian experience, whilst integrating the requirements of vehicle and cycle movement along the east/west axis. The proposed street design includes areas to sit outside and highlights entrances to the lanes and alleys, encouraging exploration and movement away from the main movement routes.		
Cost: £1,240,460	**Potential Funding Sources:** The Public Realm and Movement Programme is developing a funding strategy to support Council Capital to deliver the rolling programme of improvements	
Risks:		
Contingencies:		
Evidence: • Bath Public Realm & Movement Strategy • Bath Pattern Book – Parts 1 & 2 (and associated technical guidance and costing) • Placemaking Plan Viability Testing	Phasing:	

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

Relevant policy areas:	Lead Agencies:
Bath	B&NES Council

BI.37b Bath Public Realm Improvements – Manvers Street	**Category: Public Realm**	**Status: Key**

The Concept Design for Manvers Street is to create a pedestrian friendly bus corridor on the fringe of the priority core of the city centre. The layout and materials of the streetscape creates a legible route, which improves the quality of the pedestrian experience, while integrating the requirements of vehicle and cycle movement. The north – south axis will be emphasised with lighting, public art in conjunction with existing landmarks and architecture enhancing the setting of the development opportunities here.

Cost: £1,000,000	**Potential Funding Sources:** The Public Realm and Movement Programme is developing a funding strategy to support Council Capital to deliver the rolling programme of improvements

Risks:

Contingencies:

Evidence:

- Bath Public Realm & Movement Strategy
- Bath Pattern Book – Parts 1 & 2 (and associated technical guidance
- Placemaking Plan Viability Testing

Phasing:		
2011/12-2015/16	**2016/17-2020/21**	**2021/22-2025/26**
➢	➢	➢

Relevant policy areas:	Lead Agencies:
Bath	B&NES Council

BI.37c Bath Public Realm Improvements –Broad Street/St Michael's	**Category: Public Realm**	**Status: Key**
The Concept Design for Broad Street and St Michael's is to create a new place which unifies the currently fragmented streetscape surfaces to create a space for people		
Cost: £1,319,727	**Potential Funding Sources:** The Public Realm and Movement Programme is developing a funding strategy to support Council Capital to deliver the rolling programme of improvements	
Risks:		
Contingencies:		
Evidence: • Bath Public Realm & Movement Strategy • Bath Pattern Book – Parts 1 & 2 (and associated technical guidance	Phasing: **2011/12-2015/16** ➢ **2016/17-2020/21** ➢ **2021/22-2025/26** ➢ Relevant policy areas: Bath	Lead Agencies: B&NES Council

BI.37d Bath Public Realm Improvements – Pulteney Weir	**Category: Public Realm**	**Status: Key**
The Concept Design for Pulteney Weir is to create a riverside meeting place with a view towards the City and surrounding landscape. It seeks to open up a connection between Bath and its riverside.		
Cost: £638,008	**Potential Funding Sources:** The Public Realm and Movement Programme is developing a funding strategy to support Council Capital to deliver the rolling programme of improvements	
Risks:		
Contingencies:		
Evidence: • Bath Public Realm & Movement Strategy • Bath Pattern Book – Parts 1 & 2 (and associated technical guidance • Placemaking Plan Viability Testing	Phasing: **2011/12-2015/16** ➢ **2016/17-2020/21** ➢ **2021/22-2025/26** ➢ Relevant policy areas: Bath	Lead Agencies: B&NES Council

BI.37e Bath Public Realm Improvements – Walking friendly city	**Category: Public Realm**	**Status: Key**

The Bath Transport Strategy states the ambition is to create a walking-friendly city where pedestrians are given the highest priority.

As well as specific public realm projects stated in the preceding entries, there is an overarching requirement to enable walking to the centre, and within the city, following the principles set in the Public Realm and Movement Strategy; providing new infrastructure such as crossings, shared space and lighting; reducing street clutter; with the needs of disabled people proactively considered wherever policy decisions are taken.

Cost: Not quantified	**Potential Funding Sources:** • The Public Realm and Movement Programme is developing a funding strategy to support Council Capital to deliver the rolling programme of improvements • CIL / other funding sources

Risks:

Contingencies:

Evidence:

- Bath Public Realm & Movement Strategy
- Bath Pattern Book – Parts 1 & 2 (and associated technical guidance
- Placemaking Plan Viability Testing

Phasing:		
2011/12-2015/16	**2016/17-2020/21**	**2021/22-2025/26**
➢	➢	➢

Relevant policy areas:	Lead Agencies:
Bath	B&NES Council

<table>
<tr><td colspan="2">BI.37f Bath Public Realm Improvements – Cattlemarket Site</td><td>Category: Public Realm</td><td>Status: Key</td></tr>
<tr><td colspan="4"></td></tr>
<tr><td>Cost: £1,000,000</td><td colspan="3">Potential Funding Sources:

The Public Realm and Movement Programme is developing a funding strategy to support Council Capital to deliver the rolling programme of improvements</td></tr>
<tr><td colspan="4">Risks:</td></tr>
<tr><td colspan="4">Contingencies:</td></tr>
<tr><td rowspan="4">Evidence:

• Placemaking Plan</td><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>Relevant policy areas:

Bath</td><td colspan="2">Lead Agencies:

B&NES Council</td></tr>
</table>

<table>
<tr><td colspan="2">BI.37g Bath Public Realm Improvements – Bath Quays North and Bath College</td><td>Category: Public Realm</td><td>Status: Key</td></tr>
<tr><td colspan="4"></td></tr>
<tr><td>Cost: £5,000,000</td><td colspan="3">Potential Funding Sources:

The Public Realm and Movement Programme is developing a funding strategy to support Council Capital to deliver the rolling programme of improvements</td></tr>
<tr><td colspan="4">Risks:</td></tr>
<tr><td colspan="4">Contingencies:</td></tr>
<tr><td colspan="2" rowspan="4">Evidence:

• Placemaking Plan</td><td colspan="2">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>Relevant policy areas:

Bath</td><td colspan="2">Lead Agencies:

B&NES Council</td></tr>
</table>

BI.37h Bath Public Realm Improvements – Bath Quays South and Riverside Court	**Category: Public Realm**	**Status: Key**
Cost: £1,500,000	**Potential Funding Sources:** The Public Realm and Movement Programme is developing a funding strategy to support Council Capital to deliver the rolling programme of improvements	
Risks:		
Contingencies:		
Evidence: • Placemaking Plan	Phasing:	
	2011/12-2015/16	**2016/17-2020/21**	**2021/22-2025/26**
	➢	➢	➢
	Relevant policy areas: Bath	Lead Agencies: B&NES Council

<table>
<tr><td colspan="2">BI.37I Bath Public Realm Improvements – South Bank</td><td>Category: Public Realm</td><td>Status: Key</td></tr>
<tr><td colspan="4"></td></tr>
<tr><td>Cost: £1,000,000</td><td colspan="3">Potential Funding Sources:

The Public Realm and Movement Programme is developing a funding strategy to support Council Capital to deliver the rolling programme of improvements</td></tr>
<tr><td colspan="4">Risks:</td></tr>
<tr><td colspan="4">Contingencies:</td></tr>
<tr><td rowspan="3">Evidence:

• Placemaking Plan</td><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:

Bath</td><td colspan="2">Lead Agencies:

B&NES Council</td></tr>
</table>

<table>
<tr><td colspan="2">BI.37J Bath Public Realm Improvements – Sydenham Park</td><td>Category: Public Realm</td><td>Status: Key</td></tr>
<tr><td colspan="4"></td></tr>
<tr><td>Cost: £2,750,000</td><td colspan="3">Potential Funding Sources:

The Public Realm and Movement Programme is developing a funding strategy to support Council Capital to deliver the rolling programme of improvements</td></tr>
<tr><td colspan="4">Risks:</td></tr>
<tr><td colspan="4">Contingencies:</td></tr>
<tr><td rowspan="3">Evidence:

• Placemaking Plan</td><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:

Bath</td><td colspan="2">Lead Agencies:

B&NES Council</td></tr>
</table>

<table>
<tr><td colspan="2">BI.37K Bath Public Realm Improvements – Bath Press</td><td>Category: Public Realm</td><td>Status: Key</td></tr>
<tr><td colspan="4"></td></tr>
<tr><td>Cost: £150,000</td><td colspan="3">Potential Funding Sources:

The Public Realm and Movement Programme is developing a funding strategy to support Council Capital to deliver the rolling programme of improvements</td></tr>
<tr><td colspan="4">Risks:</td></tr>
<tr><td colspan="4">Contingencies:</td></tr>
<tr><td rowspan="4">Evidence:

• Placemaking Plan</td><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:

Bath</td><td colspan="2">Lead Agencies:

B&NES Council</td></tr>
</table>

<table>
<tr><td colspan="2">BI.37L Bath Public Realm Improvements – Roseberry Place</td><td>Category: Public Realm</td><td>Status: Key</td></tr>
<tr><td colspan="4"></td></tr>
<tr><td>Cost: £150,000</td><td colspan="3">Potential Funding Sources:

The Public Realm and Movement Programme is developing a funding strategy to support Council Capital to deliver the rolling programme of improvements</td></tr>
<tr><td colspan="4">Risks:</td></tr>
<tr><td colspan="4">Contingencies:</td></tr>
<tr><td colspan="2" rowspan="4">Evidence:

• Placemaking Plan</td><td colspan="2">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:

Bath</td><td colspan="2">Lead Agencies:

B&NES Council</td></tr>
</table>

BI.38 A36/A46 Link	**Category: Transport**	**Status: Desirable**

The Council is investigating the feasibility of a link road connecting the A36 and A46. This is a long standing scheme that has not yet been delivered due to a lack of funding. The link road would relieve congestion on the A4 London Road and A36 Cleveland Bridge.

When plans for the three-mile Batheaston and Swainswick Bypass were first drawn up by the Department for Transport in the 1980s they included a phase two that would create a link road between the A46 and A36. Despite the £45 million bypass getting built, and opening in 1996, the A36 link road, known locally as the Beckford Spur, was abandoned because of budget cuts. The original plans show a slip road off the Batheaston and Swainswick Bypass next to the Bathampton railway junction. The new road then ran parallel to the River Avon before joining the A36 at Dry Arch corner.

The scheme was mentioned again in 2004 as part of the Bristol/Bath to South Coast Study, which said two possible routes should be considered for the link road - Bathampton Meadows to Dry Arch Corner and a larger route from east of Bath to Beckington.

In 2012 the West of England Joint Transport Executive Committee included the A36/A46 Link Road on a list of possible future transport schemes.

The Chancellor has written to B&NES MPs regarding the link, stating that the issue was an important one for the area.

Cost: £65,000,000	**Potential Funding Sources:** • DfT/Devolved major scheme funding

Risks: Scheme currently considered to be a longer term aspiration.

Contingencies:

Evidence:
- Bristol/Bath to South Coast Study
- WoE LEP
- Statement by the Chancellor (Sept 2015)

Phasing:

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

Relevant policy areas:	Lead Agencies:
Bath	

BI.39 Post Bath Package expansion of Newbridge, Odd Down and / or Lansdown Park & Ride sites	**Category: Transport**	**Status: Key**

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.

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.

Transport modelling for the Bath Enterprise Area makes the link between development requiring a new Park and Ride to the East of Bath and some expansion of the existing park and rides in order to ensure that the highways impact of development within the Enterprise Area is acceptable.

Cost: £6,500,000 (2016 price)	**Potential Funding Sources:** • DfT/Devolved major scheme funding • CIL / other funding sources

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:
- WoE LEP
- Enterprise Area transport modelling

Phasing:		
2011/12-2015/16	**2016/17-2020/21**	**2021/22-2025/26**
	➢	➢

Relevant policy areas:	**Lead Agencies:**
Bath	B&NES Council

BI.40 Weston Catchment Flood Alleviation Scheme	Category: Water & Drainage	Status: Key

There have been a number of flooding occurrences in the Westbrook Catchment, especially during the 2008/9 flood. There are a mix of public sewers, watercourses and the main river. BANES as LLFA are able to promote a holistic approach to flood management in the Westbrook catchment. There are ownership challenges between Wessex Water and ownership of sewers that are on the public register of public sewers.

Potential future development opportunities in catchment may offer further contributions in the future. Management opportunities may offer ecological benefits via river restoration.

As part of the planning application process any developer will need to undertake a site specific flood risk assessment, which will need to include information on historic, existing and future flood risk issues. In addition the flood risk assessment will need to include a surface water management strategy and proposed flood mitigation measures as required. Overall the flood risk assessment will need to demonstrate that any proposed development will not be at risk of flooding or increase the risk of flooding to other areas. The flood risk assessment will need to be approved by the Local Planning Authority and the Environment Agency before any construction works can be carried out.

Cost: £1.9m for FDGiA scheme	**Potential Funding Sources:** FDGiA Funding and Wessex Water Funding

Risks: Project approved by Regional Flood and Coastal Committee and DEFRA grant in aid funding allocated by the Environment Agency Board.

Contingencies:

Evidence:

- Environment Agency

Phasing:		
2011/12-2015/16	**2016/17-2020/21**	**2021/22-2025/26**
➢	✓	

Relevant policy areas:	**Lead Agencies:**
Bath	B&NES Council

BI.41a Expansion of St. Martin's Garden Primary School for Odd Down Urban Extension	Category: Education	Status: Key

300 dwellings would generate c.12 0-2 year olds and 33 3-4 year olds. The ***B&NES Childcare Sufficiency Report*** identifies this area of Bath as an area of childcare insufficiency and therefore a developer contribution would be required for Early Years age children generated who would need to be accommodated in an Early Years facility that could either be an expansion of an existing facility nearby, a new stand-alone facility on the development site, or form part of a new primary school.

300 dwellings would generate c.93 primary school pupils. The development site would form part of the South West Bath Primary Planning Area, in which births are increasing, and there is a growing pressure on primary school places. Current projections (to accommodate children already resident in this area of Bath) indicate a need to create additional primary school places in this area for Reception admissions in September 2015 onwards when existing capacity is forecast to be exceeded. It is projected that there will be very limited or nil capacity available in existing primary schools to accommodate the additional demand created by the Odd Down Urban Extension. It is proposed to add 105 places to St. Martin's Garden primary school to accommodate these pupils.

300 dwellings would generate c.45 secondary school pupils and 12 sixth form pupils. There may be sufficient provision to cater for these pupils.

300 dwellings would generate c.30 young people aged 13-19. The service is likely to be provided via the expansion of existing local facilities and services.

Cost: c.£2,500,000	**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)
B&NES Primary and Secondary School Organisation Plan 2013-2017

Phasing:		
2011/12-2015/16	**2016/17-2020/21**	**2021/22-2025/26**
➢	➢	➢

Relevant policy areas:	**Lead Agencies:**
Bath	Local Education Authority; Developers/Landowners

BI.41b Transport infrastructure associated with Odd Down Urban Extension	**Category: Transport**	**Status: Key**
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. Junction improvement at the B3110 Midford Rd/Southstoke Rd (Cross Keys) and A367 junctions to provide the principle vehicular accesses to the location Ensure good public transport provision at the location Ensure good pedestrian and cycle access particularly towards Bath city centre, as well as to Odd Down and Combe Down local centres.		
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: Bath	**Lead Agencies:** 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

BI.41e Sewage infrastructure requirements at Odd Down 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.

The most significant impact upon water and sewerage services will be focussed upon the existing networks of distribution mains and public sewers.

Wessex Water have confirmed that providing the rate of development is controlled over a number of years they will be able to prepare:

- Detailed appraisals as the site is brought forward through the planning process;
- Plan the necessary improvements and establish the thresholds at which capacity is needed;
- Improvement schemes necessary with phasing arrangements where possible.

Wessex Water will seek planning conditions to secure an agreed drainage strategy for each site with any relevant contributions.

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
- Wessex Water Core Strategy representation (May 2013)

Phasing:

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

Relevant policy areas:	**Lead Agencies:**
Bath	Developer; Wessex Water

BI.43 Weston All Saints C of E Primary Expansion	**Category: Education**	**Status: Key**

210 places being added to Weston All Saints C of E Primary school for underlying population growth (expanding from a net capacity of 480 to 630).

There will ultimately be capacity for 90 pupils in every year group. The additional places will help to ensure that there are sufficient school places available to meet demand in this part of Bath.

Cost: Approx cost of a 210 place expansion £1,800,000	**Potential Funding Sources:** Local Authority Basic Need

Risks:

Contingencies:

Evidence:

- Evidence gathering for IDP(Local Education Authority)
- B&NES Primary and Secondary School Organisation Plan 2013-2017
- Proposal for prescribed alterations: http://www.bathnes.gov.uk/sites/default/files/siteimages/Schools-and-Learning/School-Strategies-Policies-Planning/annex_a_complete_proposal_wasps.pdf

Phasing:

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

Relevant policy areas:

Bath

Lead Agencies:

Local Education Authority

Bl.44 St. Saviour's C of E Junior school	**Category: Education**	**Status: Key**
30 places (bulge class) being added and improvements to existing poor condition buildings. Under construction during 2015.		
Cost: Approx cost £1,800,000	**Potential Funding Sources:** Basic Need/Maintenance	
Risks:		
Contingencies: Expected delivery date 2014/15		

Evidence:	**Phasing:**		
Evidence gathering for IDP(Local Education Authority) B&NES Primary and Secondary School Organisation Plan 2013-2017	**2011/12-2015/16**	**2016/17-2020/21**	**2021/22-2025/26**
	✓		
	Relevant policy areas: Bath	**Lead Agencies:** Local Education Authority	

Bl.45 Oldfield Park Junior school	**Category: Education**	**Status: Key**
30 places (bulge class) to be added for underlying population growth		
Cost: Approx cost £300,000	**Potential Funding Sources:** Basic Need	
Risks:		
Contingencies: Expected delivery date 2015		

Evidence:	**Phasing:**		
Evidence gathering for IDP(Local Education Authority) B&NES Primary and Secondary School Organisation Plan 2013-2017	**2011/12-2015/16**	**2016/17-2020/21**	**2021/22-2025/26**
	✓		
	Relevant policy areas: Bath	**Lead Agencies:** Local Education Authority	

<table>
<tr><td colspan="2">BI.46 Moorland Infant and Junior schools</td><td colspan="2">Category: Education</td><td>Status: Key</td></tr>
<tr><td colspan="5">210 places proposed to be added for underlying population growth. 60 already created; 150 more required.</td></tr>
<tr><td colspan="2">Cost: Approx cost of a 210 place expansion £2,500,000</td><td colspan="3">Potential Funding Sources: Basic Need</td></tr>
<tr><td colspan="5">Risks:</td></tr>
<tr><td colspan="5">Contingencies: Expected delivery date 2016 onwards</td></tr>
<tr><td colspan="2" rowspan="3">Evidence:
Evidence gathering for IDP(Local Education Authority)
B&NES Primary and Secondary School Organisation Plan 2013-2017</td><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></td><td colspan="2">Relevant policy areas:

Bath</td><td>Lead Agencies:

Local Education Authority</td></tr>
</table>

BI.47 Construction Skills Academy	**Category: Education**	**Status: Desirable**
Approximately 4000 sq m of academy floorspace is required to deliver a construction skills academy within Bath. The CSA will provide training and skills within the construction sector required to support the development of future sites within B&NES, including skills relating to heritage construction. The Economic Strategy, refreshed in 2014 identifies need for skills and training within certain sectors, including construction.		
Cost: £10,000,000	**Potential Funding Sources:** LEP Capital Skills	
Risks:		
Contingencies: Alignment of training with existing colleges, and/or on-site training opportunities.		
Evidence: Economic Strategy 2014	**Phasing:**	

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

Relevant policy areas:	**Lead Agencies:**
Bath	B&NES Council, LEP

BI.48 Pulteney Weir/ Decommissioning of Radial Gate	Category: Water & Drainage	Status: Key

Removal of Radial Gate and enhancements at Pulteney Weir in joint working with the Environment Agency.

In October the Environment Agency approached B&NES Council requesting a conversation about the Pulteney Radial Gate, which has come to the end of its design life. The Environment Agency will need to replace it in the coming years and have a small capital budget allocated for the purpose.

This is a starting point, but shows the sort of solutions that may be possible:

- Remove gate and fill in channel
- Remove the gate and replace with lock gates
- Remove the gate and replace with hydro-electric power plant
- Remove the gate and extend horse shoe weir

Further work is needed to understand the cost implications, deliverability and additional potential options for this site and this would be undertaken as a jointly commissioned piece of work between the parties. There would be no commitment at this stage to take forward an option, simply to look at the opportunity in more detail.

Cost: £5,700,000

Potential Funding Sources:
- Environment Agency
- Central Government Funding
- CIL / Other Funding Sources

Risks:

Contingencies:

Evidence:
- BCREA Masterplan
- Environment Agency (SMT reports)

Phasing:

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

Relevant policy areas:

Bath

Lead Agencies:

Environment Agency;
B&NES Council;

BI.49 Better Bus Area Projects	Category: Transport	Status: Desirable
Cost: £600,000	**Potential Funding Sources:**	
Risks:		
Contingencies:		
Evidence:	**Phasing:**	
	2011/12-2015/16	**2016/17-2020/21**	**2021/22-2025/26**
	✓		
	Relevant policy areas: Bath	**Lead Agencies:**	

BI.50 Relocation of Weston Island Bus Depot	**Category: Transport**	**Status: Desirable**
Weston Island is currently occupied by a bus depot, fulfilling a useful purpose for the city. It is, however, a use which could be located elsewhere, in order for more appropriate island and community uses at Weston Island		
Cost: Not quantified	**Potential Funding Sources:**	
Risks:		
Contingencies:		

Evidence:	**Phasing:**		
• BCREA Masterplan • Bath Transport Strategy	**2011/12-2015/16**	**2016/17-2020/21**	**2021/22-2025/26**
	➢	✓	
	Relevant policy areas: Bath		**Lead Agencies:**

BI.51 Roundhill Primary School	Category: Education	Status: Desirable
Additional Foundation Stage Unit accommodation and amalgamation works added to the school		
Cost: Not quantified	**Potential Funding Sources:**	
Risks:		
Contingencies:		
Evidence: Evidence gathering for IDP(Local Education Authority)	**Phasing:**	

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

Relevant policy areas:	Lead Agencies:
Bath	Bath & North East Somerset Council

BI.52 Digital B&NES	Category: Community Facilities	Status: Desirable
Given Bath's extensive fibre network and its spare capacity and dark fibre, there is currently a high, future-growth opportunity for the City Of Bath to become a dominant provider of ultra and superfast broadband connectivity for the greater socio-economic and e-government benefit of the citizens, businesses, the public sector and tourists in Bath while spearheading the connection of all residents and businesses including: schools, hospitals, hotels, malls, shops, restaurants and clinics throughout the city. This could be accomplished by taking advantage of the current fibre infrastructure in place and upgrading it to an ultra and superfast, affordable, reliable, secure fibre and wireless broadband data, voice and internet network. Bath will utilize and upgrade its existing fibre rings as the backbone of a superfast, city-wide, Muni WiMAX & Wi-Fi network which will accommodate broadband demand over fibre and wireless mediums and mobile broadband demands over smart city Wi-Fi infrastructure for many years to come.		
Cost: £2,250,000	**Potential Funding Sources:** • B&NES Council • CIL / Other funding sources	
Risks:		
Contingencies:		
Evidence: • B&NES Economy and Culture	**Phasing:**	

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

Relevant policy areas:	Lead Agencies:
Bath	B&NES Council

BI.54 Improve Chapel Arts Centre	**Category: Community Facilities**	**Status: Desirable**
Currently leased to a tenant who has already invested significantly to improve the venue. The building is listed. There is no disabled access – the main venue is approached up steps; the basement café is approached down steps; and the toilets are in the basement. The venue has the potential to offer an improved customer experience if access issues could be addressed. A previous tenant undertook substantial research to assess feasibility.		
Cost: Not costed	**Potential Funding Sources:** • CIL / Other funding sources	
Risks: No funding is allocated by the Council to support this initiative		
Contingencies:		
Evidence: The report produced for B&NES Council by The Arts Business Ltd (ABL), 2007, recommended that the Council improve existing venues rather than consider any new-build.	**Phasing:**	

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

Relevant policy areas:	**Lead Agencies:**
Bath	B&NES Council

BI.55 Improve Walcot Chapel	Category: Community Facilities	Status: Desirable

Space owned by B&NES Council and hired out for art exhibitions. Very popular and almost year-round use.

The venue has no toilets, heating or proper water supply. It is understood there is water and plumbing to the basement level. Modest investment to make these improvements would enable the Council to offer a better facility at a slightly increased hire rate (costs of heat etc could be included in the hire rate). Small expenditure to provide better lighting would also enhance the offer to customers.

Cost: Not costed

Potential Funding Sources:

- CIL / Other funding sources

Risks:
No funding is allocated by the Council to support this initiative

Contingencies:

Evidence:
High usage by artists and arts organisations; popular venue. But hirers report excessive cold in winter, and have to 'beg' hot water etc from nearby cafes, and use toilets in The Bell pub. Even modest improvements to this venue would make a significant difference to the quality of customer experience

Phasing:

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

Relevant policy areas:	Lead Agencies:
Bath	B&NES Council

BI.56 Kennet & Avon Canal resurfacing works Bathwick - Bathampton	**Category: Green Infrastructure**	**Status: Desirable**

This scheme is to improve a significant part of the towpath along the Kennet & Avon Canal, between Sydney Gardens and Bathampton.

The towpath is one of the most heavily used sections on the canal, and is popular with pedestrians, cyclists, anglers and boaters. Working in consultation with local ward councillors, Bath & North East Somerset Council has developed proposals in partnership with the Canal & River Trust which include improving the surface and widening the towpath where possible, as well as undertaking necessary tree maintenance.

The new surfacing will provide a hard, durable all-weather towpath appropriate to its rural setting. The new surface will also benefit people who have a range of mobility and visual impairments. The design will be carried out in conjunction with the Canal and River Trust, and will be in accordance with its guidance on good practice

Cost: £655,000	**Potential Funding Sources:**
Risks:	
Contingencies:	

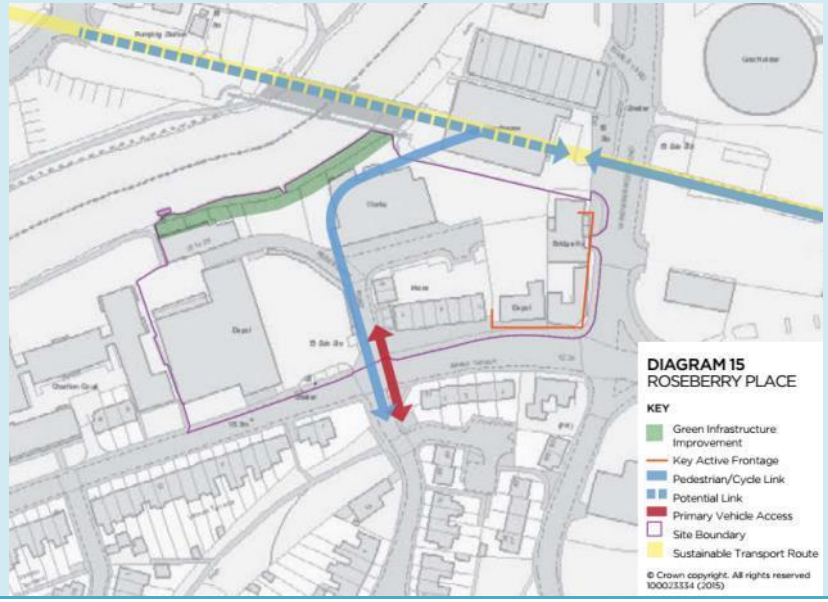
Evidence:	**Phasing:**		
	2011/12-2015/16	**2016/17-2020/21**	**2021/22-2025/26**
	➢	✓	
	Relevant policy areas:	**Lead Agencies:**	
	Bath	Canal and River Trust; B&NES Council	

BI.57 Roseberry Place – Cycle Infrastructure	Category: Transport	Status: Key

Placemaking Plan Policy SB10 expects development of Roseberry Place to deliver a cycle link that connects Linear Way (the Two Tunnels cycle route) to the safeguarded sustainable transport route (extension of the Bristol / Bath shared use route), which will be enabled by facilitating connections across Windsor Bridge Road. The vision for the site states that there is potential for these connections to be provided as bridges over the main roads.

The development must also provide cycle parking that is covered, secure, convenient, easy to access and well designed.

Carriageway improvements to the junction are required, including implementing the road widening required to improve the efficiency and safety of the highway capacity at this junction, and to facilitate pedestrian and cyclist movement.



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

Risks:

Contingencies:

Evidence:

- Placemaking Plan

Phasing:		
2011/12-2015/16	**2016/17-2020/21**	**2021/22-2025/26**
➢	✓	

Relevant policy areas:	**Lead Agencies:**
Bath	Developer

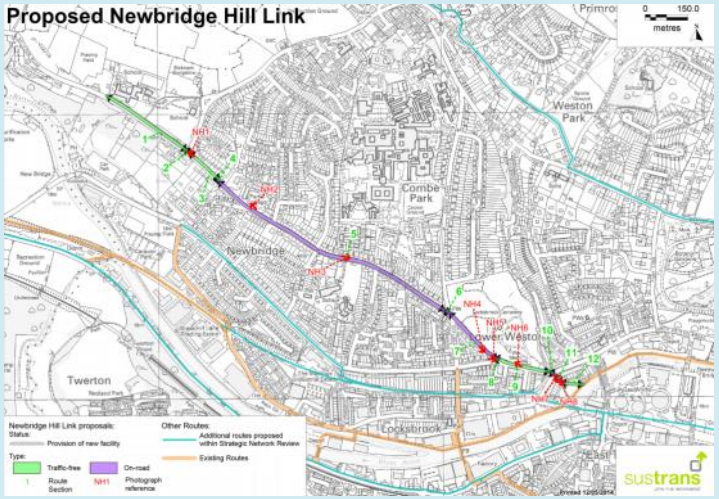
BI.58 Bath Low Emission Zone	Category: Transport	Status: Desirable
The Bath Transport Strategy includes Policy GABA10: Develop options for a Low Emission Zone to improve air quality in the city and press Government for appropriate enforcement powers to make such a zone effective if implemented.		
Cost: Not quantified	**Potential Funding Sources:**	
Risks:		
Contingencies:		
Evidence: • Bath Transport Strategy	**Phasing:**	
	2011/12-2015/16	**2016/17-2020/21**	**2021/22-2025/26**
	➢	➢	➢
	Relevant policy areas: Bath	**Lead Agencies:** B&NES Council

BI.59 Bath Cycle Routes	**Category: Transport**	**Status: Desirable**
The Bath Transport Strategy includes Policy GABP5 which promotes cycling through better cycling routes with appropriate infrastructure where needed, building a cycling culture for people of all abilities. Action GABA7 requires the Council to build on the recent Sustrans review of cycling routes and develop a programme to enhance the network. Action GABA8 requires the Council to develop segregated cycle routes where possible, particularly along the river corridor.		
Cost: Not quantified	**Potential Funding Sources:**	
Risks:		
Contingencies:		

Evidence:	**Phasing:**		
• Bath Transport Strategy	**2011/12-2015/16**	**2016/17-2020/21**	**2021/22-2025/26**
	➢	➢	➢
	Relevant policy areas:	**Lead Agencies:**	
	Bath	B&NES Council	

BI.59a Newbridge Hill to Riverside Path cycle link	Category: Transport	Status: Desirable

The Riverside Path already provides a good quality traffic free connection into the central area of Bath. However, there are currently few good quality links to it from the north meaning suburban areas to the west of Bath are relatively cut off. The main purpose of this route is to open up parts of the north west of the city to the city centre along a largely well graded terraced route. Newbridge Hill itself provides connections to the Royal United Hospital, a major trip generator and employment site in the north west of the city.



Cost: £200,000	Potential Funding Sources:

Risks:

Contingencies:

Evidence:

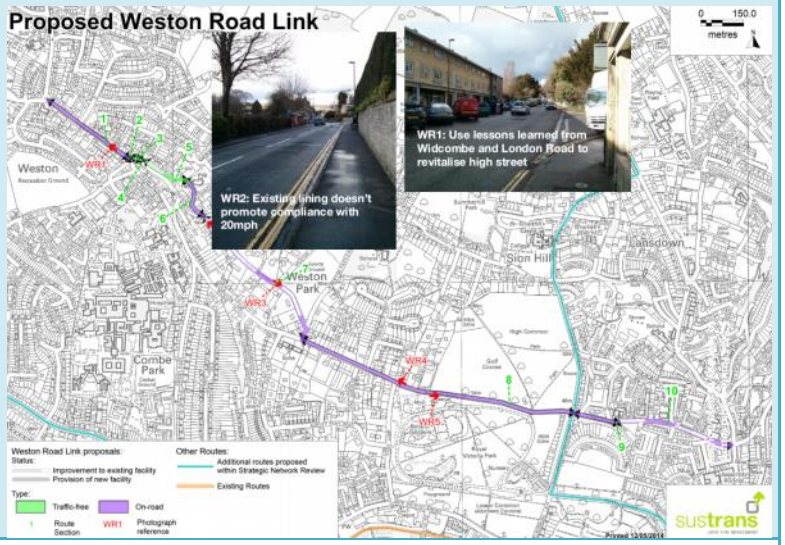
- Sustrans Cycle Review (Nov 2014)

Phasing:		
2011/12-2015/16	2016/17-2020/21	2021/22-2025/26
➢	➢	➢

Relevant policy areas:	Lead Agencies:
Bath	B&NES Council

BI.59b Weston cycle link	Category: Transport	Status: Desirable

When imagining the North West quadrant of the city, it is easy to view the layout as a series of terraces. The existing street pattern provides the best opportunity for encouraging access into the city as the east-west corridors are largely well graded, and even flat in places once relatively short climbs have been achieved. When planning a network of routes, it is important to think how people want to travel. As a result there cannot be an over-reliance on a single corridor to take all traffic as has largely been the case to date with the Riverside Path. It's unlikely that many would drop to river level for a journey to work or shops, and then face a steep climb home. When viewing the north west of the city as a series of terraces, it is appropriate to expect people to drop to the next nearest terrace to continue their journey – hence the inclusion here of Newbridge Hill and the Weston Link.



Cost: £200,000	Potential Funding Sources:

Risks:

Contingencies:

Evidence:

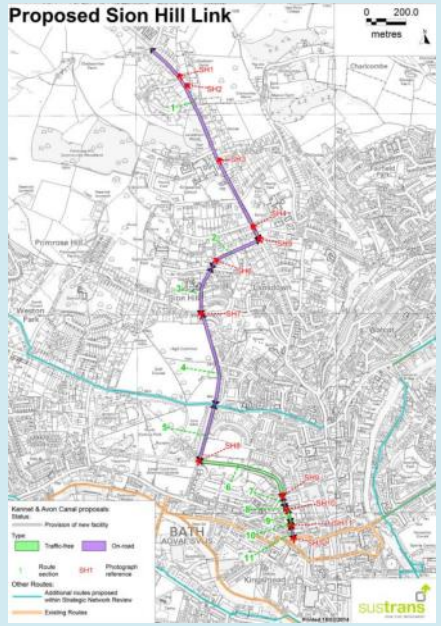
- Sustrans Cycle Review (Nov 2014)

Phasing:		
2011/12-2015/16	2016/17-2020/21	2021/22-2025/26
➢	➢	➢

Relevant policy areas:	Lead Agencies:
Bath	B&NES Council

BI.59c Lansdown via Sion Hill cycle link	Category: Transport	Status: Desirable

Lansdown lies to the north of the city and is one of the highest points of Bath. There are several trip generators such as the Royal High and Kingswood School. However of more interest is the proposed development at the former Defence Equipment and Support site at Ensleigh. This development site has already commenced work off Granville Road. This provides a key opportunity to embed cycling into the development and as a viable option for people commuting into town by bike from the offset. The house move is one of the key transition points where travel behaviour can be influenced. This link from Lansdown into town largely follows a parallel route to Lansdown Road itself and is less steep than the main corridor. Climbing the hill towards Lansdown would require a greater space allocation if cyclists were to stay on the main road – as the dynamic envelope at low speed is greater. Space is also in short supply, particularly from the junction with Richmond Road into town. The parallel alternative is largely on quieter residential streets, where there is significantly lower traffic volume and speed.



Cost: £200,000	**Potential Funding Sources:**

Risks:

Contingencies:

Evidence:

- Sustrans Cycle Review (Nov 2014)

Phasing:		
2011/12-2015/16	2016/17-2020/21	2021/22-2025/26
➢	➢	➢

Relevant policy areas:	Lead Agencies:
Bath	B&NES Council

BI.59d London Road to Grosvenor Bridge cycle link	Category: Transport	Status: Desirable

The London Road carries the main A4 into the city from the A46 Swainsick bypass, with a large population living to the north many are put off from cycling as a result of the busy road. As a result, despite only being a very short distance from the city centre, residents in Larkhall are relatively cut off, with no safe routes into the city. London Road itself isn't compatible for everyday cycling, with traffic volume being a particular concern for any on-carriageway proposal and it would therefore be vital to provide a traffic free alternative. The Sustrans approach to providing a route along this corridor is to split the project into two phases, the first phase of which would provide a route along the eastern end of the road from Grosvenor Road up to the A46 linking to the Kennet and Avon towpath. This should only be viewed as an interim solution, as it is a circuitous route for most involving a level change, when the road itself is flat. Future phases detail a route along Kensington Meadows until linking back to the London Road at the existing retail area at its western end. This in turn links to the work undertaken at the London Road Gateway Project, which provides facilities for cyclists. In future, a traffic free facility could be provided along the length of the road, but this will require a strong commitment in order to reduce capacity for motor traffic entering the city.

Cost: £200,000 (phase 1)	**Potential Funding Sources:**

Risks:

Contingencies:

Evidence:

- Sustrans Cycle Review (Nov 2014)

Phasing:		
2011/12-2015/16	**2016/17-2020/21**	**2021/22-2025/26**
➢	➢	➢

Relevant policy areas:	**Lead Agencies:**
Bath	B&NES Council

BI.60 Cycle Hire Scheme	**Category: Transport**	**Status: Desirable**

Bath's Nextbike cycle hire scheme has seen substantial growth in its first year of operation. More than 7,000 journeys have been made on the bikes since June 2014. Four new stations to pick up and drop off bikes will increase their numbers up to 130.

The additional stations will enable more residents living just outside the centre to take advantage of this resource, and to support students in the area to leave cars at home and cycle and walk while studying in Bath. Further stations will be required as the scheme expands.

Nextbike stations are currently installed at the following locations:

- Green Park Road
- Orange Grove
- Bath Spa railway station
- Sydney Place (Holburne Museum)
- Royal United Hospital
- Bath Spa University Newton St Loe campus (2 stations)
- Charlotte Street car park
- Newbridge Marina/Caravan Park
- UNITE student apartments Lower Bristol Road
- Moorland Road
- Bath Spa University Sion Hill campus
- Newbridge Park & Ride

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

Risks:

Contingencies:

Evidence:

- Nextbike scheme rollout

Phasing:		
2011/12-2015/16	**2016/17-2020/21**	**2021/22-2025/26**
➢	➢	➢

Relevant policy areas:	**Lead Agencies:**
Bath	B&NES Council

BI.60 Archway Centre	**Category: Community Facilities**	**Status: Desirable**

The Archway Centre will provide a new, state-of-the-art space where visitors and school groups can discover more about the Roman Baths and our World Heritage city. The Roman Baths Learning Centre has a long-term objective of inspiring school-children that they become the audiences of the future.

The Archway Centre project will create a new Roman Baths Learning Centre above and behind the former city laundry in York Street and Swallow Street. It will also include a World Heritage Centre for the city. In addition, visitors to the Roman Baths will be able to go beneath the street and see parts of the site that have never before been open for regular public access.

The Council has appointed local architects Feilden Clegg Bradley Studios as lead designers for the project. Other members of the design team are Bath-based structural and civil engineers Integral Engineering Design and mechanical and electrical engineers Method Consulting from Swindon.

Cost: £5,200,000

Potential Funding Sources:

- B&NES Council
- Heritage Lottery Fund

Risks:

Contingencies:

Evidence:

Phasing:

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

Relevant policy areas:

Bath

Lead Agencies:

B&NES Council

Midsomer Norton & Radstock

<table>
<tr><td colspan="2">MNRI.3 Infrastructure Requirements for Old Mills</td><td colspan="2">Category: Site Specific Package</td><td>Status: Key</td></tr>
<tr><td colspan="5">Preliminary infrastructure improvements to bring forward an extension to the existing Industrial estate of Old Mills, near Paulton.

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)</td></tr>
<tr><td>Cost: £3m</td><td colspan="4">Potential Funding Sources:
• Revolving Infrastructure Fund/Growing Places Fund</td></tr>
<tr><td colspan="5">Risks:</td></tr>
<tr><td colspan="5">Contingencies:</td></tr>
<tr><td rowspan="3">Evidence:</td><td colspan="4">Phasing:</td></tr>
<tr><td>2011/12-2015/16</td><td>2016/17-2020/21</td><td colspan="2">2021/22-2025/26</td></tr>
<tr><td>✓</td><td></td><td colspan="2"></td></tr>
<tr><td colspan="2">Relevant policy areas:

Somer Valley</td><td colspan="3">Lead Agencies:</td></tr>
</table>

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:** External Funding DfT block allocation for minor schemes CIL / other funding sources	
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: Somer Valley	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:	Potential Funding Sources:
Not known	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:	Lead Agencies:
Somer Valley	B&NES Developer

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

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

Relevant policy areas:	Lead Agencies:
Somer Valley	

MNRI.27 Additional Early Years, Primary & Secondary Education capacity in Midsomer Norton	Category: Education	Status: Key

The need for provision for early years is informed by the *B&NES Childcare Sufficiency Report*. In Midsomer Norton there are capacity gaps that could be filled if existing early years facilities could accommodate growth utilising developer contributions to add extra capacity. This is due to the greater potential for extension or expansion of existing facilities.

At Midsomer Norton there is considered to be some scope for existing primary schools facilities to accommodate growth utilising developer contributions to add extra capacity at existing facilities. However, this is dependent on where development is located; a new site(s) for a primary school(s) may be needed if it is not possible to expand existing schools sufficiently to create the places needed.

The proposal within the B&NES Primary and Secondary School Organisation Plan 2013-2017 is to expand one primary school by 210 places and another school by 105 places in Midsomer Norton.

If additional secondary and sixth form provision is required this is likely to be provided via the expansion of existing schools and facilities.

Cost: dependent on delivery strategy and phasing Approx cost of the 210 place expansion £2,215,000 Total cost c.£4,000,000	**Potential Funding Sources:** CIL / Other funding sources

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
B&NES Primary and Secondary School Organisation Plan 2013-2017

Phasing:		
2011/12-2015/16	2016/17-2020/21	2021/22-2025/26
➢	➢	➢

Relevant policy areas:	Lead Agencies:
Somer 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:** • Developer Contributions • Revolving Infrastructure Fund/Growing Places Fund	
Risks: Funding not forthcoming from LEP West of England		
Contingencies:		
Evidence: • 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:
Somer Valley	B&NES; Landowner/Developers;

MNRI.28a Midsomer Norton Public Realm Improvements: South Road Car Park / South Road / High Street Core	Category: Public Realm	Status: Key
Provision of landscape, tree planting and public realm enhancements to ensure a positive relationship with South Road and to enhance the town's Green Infrastructure.		
Cost: Not quantified	**Potential Funding Sources:**	
Risks:		
Contingencies:		

Evidence:	**Phasing:**		
• Placemaking Plan	**2011/12-2015/16**	**2016/17-2020/21**	**2021/22-2025/26**
	➢	➢	➢
	Relevant policy areas: Somer Valley	Lead Agencies: B&NES; Landowner/Developers;	

MNRI.31 Additional Early Years, Primary & Secondary Education capacity in Radstock	Category: Education	Status: Key

The need for provision for early years is informed by the *B&NES Childcare Sufficiency Report*. In Radstock there are capacity gaps that could be filled if existing early years facilities could accommodate growth utilising developer contributions to add extra capacity. This is due to the greater potential for extension or expansion of existing facilities.

At Radstock there is considered to be some scope for existing primary schools facilities to accommodate growth utilising developer contributions to add extra capacity at existing facilities. However, this is dependent on where development is located; a new site(s) for a primary school(s) may be needed if it is not possible to expand existing schools sufficiently to create the places needed.

The proposal within the B&NES Primary and Secondary School Organisation Plan 2013-2017 is to expand St. Mary's Writhlington by 90 places and another primary school in Radstock by 150 places. The expansion of St. Mary's Writhlington has commenced.

If additional secondary and sixth form provision is required this is likely to be provided via the expansion of existing schools and facilities.

Cost: dependent on delivery strategy and phasing Approximate cost £2,500,000	**Potential Funding Sources:** CIL / Other funding sources

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
B&NES Primary and Secondary School Organisation Plan 2013-2017

Phasing:

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

Relevant policy areas:	**Lead Agencies:**
Somer Valley	Local Education Authority; Developers/Landowners

MNRI.32 Additional Early Years, Primary & Secondary Education capacity in Paulton	Category: Education	Status: Key
Paulton Infant school has been expanded by 90 places and Paulton Junior school is currently being expanded by 120 places. Any further development in Paulton (greater than that planned for in the approved Core Strategy) would create a need for additional land for a new school. If additional secondary and sixth form provision is required this is likely to be provided via the expansion of existing schools and facilities.		
Cost: dependent on delivery strategy and phasing Approximate cost £2,215,000	**Potential Funding Sources:** CIL / Other funding sources	
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:	**Phasing:**		
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 B&NES Primary and Secondary School Organisation Plan 2013-2017	**2011/12-2015/16**	**2016/17-2020/21**	**2021/22-2025/26**
	➢	➢	➢
	Relevant policy areas: Somer Valley	**Lead Agencies:** Local Education Authority; Developers/Landowners	

MNRI.33 South Road Car Park	Category: Transport	Status: Key

In Midsomer Norton, South Road car park is well used each day. It is currently one of the main long stay car parks for the Town Centre. The location of the car park, just south of the High Street core, reinforces the importance of this site in providing accessible public car parking to support town centre activity. However, this site could also be a catalyst for wider regeneration. Draft Policy SV2 of the Placemaking Plan states that a key principle for the town centre is to enable more intensive use of this site, providing an opportunity to accommodate a modern food store. There are a number of challenges that need to be addressed in delivering this site, including how development can continue to offer an adequate quantity of convenient and accessible car parking for the town centre. The Policy suggests that this could be provided either on or off site in locations well related and easily accessible to the town centre.

Cost:	Potential Funding Sources:
Not yet quantified	• Developer • CIL / other funding sources

Risks:

Contingencies:

Evidence:
Placemaking Plan

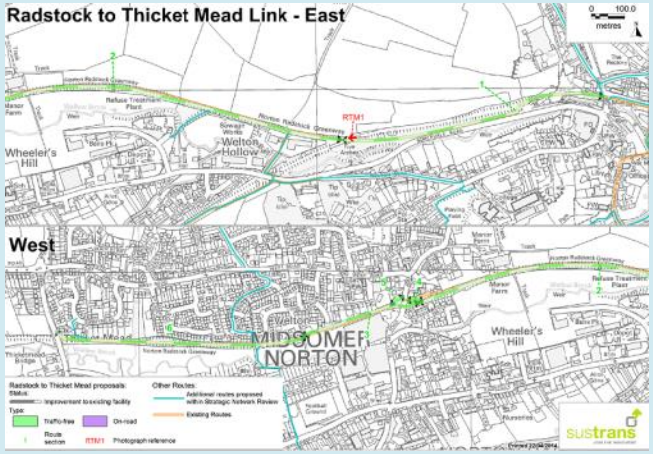
Phasing:

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

Relevant policy areas:	Lead Agencies:
Somer Valley	B&NES Council; Developer

MNRI.34a Radstock to Thicket Mead cycle link	Category: Transport	Status: Desirable

An important spine on the east / west axis of the town, linking Radstock and Midsomer Norton (via Five Arches Greenway) and Welton, potential usage is depressed by the relatively poor surface condition. Parts of the route are finished with a good sealed surface, but significant sections are compacted stone, which after wet weather are prone to hold water and discourage walkers and cyclists from using it.



Cost: Not quantified

Potential Funding Sources:

Risks:

Contingencies:

Evidence:

- Sustrans Cycle Review (Nov 2014)

Phasing:		
2011/12-2015/16	2016/17-2020/21	2021/22-2025/26
➢	➢	➢

Relevant policy areas:

Bath

Lead Agencies:

B&NES Council

MNRI.34b Midsomer Norton Enterprise Park cycle link	Category: Transport	Status: Desirable

The Midsomer Enterprise Park is a significant centre for employment locally, the location for a number of small enterprises, and the local headquarters of Business West. Although within only 250 metres of the Norton Radstock Greenway, the existing public footpath which links the Greenway to the Enterprise Park does not permit cycling, and is in poor condition.

Cost: Not quantified	Potential Funding Sources:

Risks:

Contingencies:

Evidence:

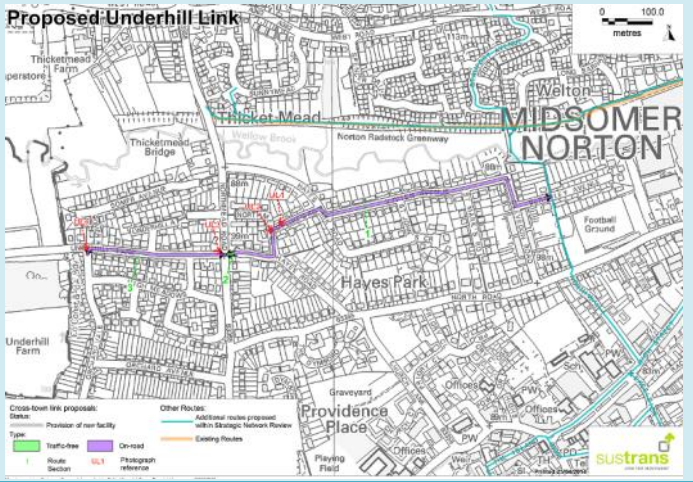
- Sustrans Cycle Review (Nov 2014)

Phasing:		
2011/12-2015/16	2016/17-2020/21	2021/22-2025/26
➢	➢	➢

Relevant policy areas:	Lead Agencies:
Bath	B&NES Council

MNRI.34c Underhill cycle link	Category: Transport	Status: Desirable

In the context of Midsomer Norton, the heavily trafficked main roads are thought to deter cycling for local journeys. The Underhill link aims to provide a signed level route using quiet residential roads and traffic free paths to connect the Underhill area, and adjacent neighbourhoods to the main spine routes of the proposed network, and the town centre.



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

Risks:

Contingencies:

Evidence:

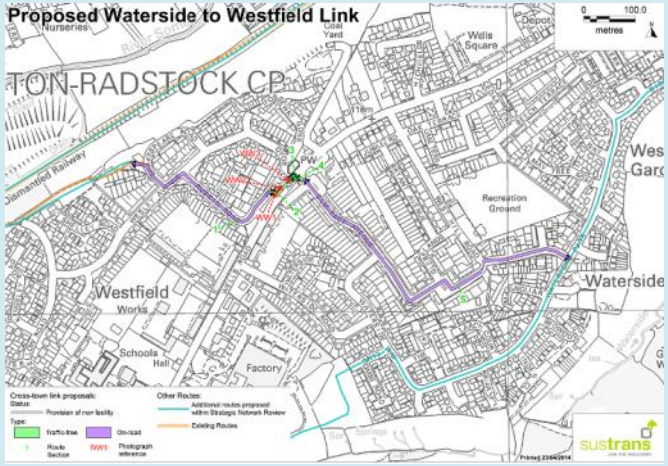
- Sustrans Cycle Review (Nov 2014)

Phasing:		
2011/12-2015/16	**2016/17-2020/21**	**2021/22-2025/26**
➢	➢	➢

Relevant policy areas:	**Lead Agencies:**
Bath	B&NES Council

MNRI.34d Waterside to Westfield cycle link	Category: Transport	Status: Desirable

Waterside is the residential area to the east of Wells Road, one of the busiest and least attractive roads for cycling in the area. The streets in Waterside are, typically of those away from main roads, quiet well laid out roads which are very suitable for cycling. The network of residential roads is focussed on Elm Tree Avenue, where there are local shops, and this is also the location of the natural crossing point of Wells Road on the journey to Midsomer Norton town centre. The deterrent to making this journey by cycle is partly the difficulty in crossing Wells Road, which at present entails a left / right manoeuvre and a 50 metre cycle on the main road; this is not recommended for any but confident cyclists.



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

Risks:

Contingencies:

Evidence:

- Sustrans Cycle Review (Nov 2014)

Phasing:		
2011/12-2015/16	2016/17-2020/21	2021/22-2025/26
➢	➢	➢

Relevant policy areas:	Lead Agencies:
Bath	B&NES Council

MNRI.34e Farrington Gurney cycle link	Category: Transport	Status: Desirable

The Norton Radstock Greenway at its western end connects to the busy Northmead Road, where no cycle facilities exist. There has been a longstanding aspiration, for which indeed developer contributions were secured to partially fund, for the greenway to extend to make a link to the heavily used Tesco store a mere 400 metres distant from the end of the greenway now. This would clearly be a major benefit for local people accessing the store by non-motorised means, who must at the moment negotiate climbs and busy roads and roundabouts to reach it.

Extending the link to the village of Farrington Gurney (1.7 mils approx..) would assist the residents in journeys to school and for work, shopping and leisure. An action group sought to promote this link within the last few years. Despite the benefits and the potential high quality of this link, Sustrans have not recommended that it is prioritised at present. This decision was reached due to reservations over the deliverability of the link within the foreseeable future.

Creating the link would require significant resources to be allocated for a programme of detailed feasibility appraisal including a programme of land acquisition which would be key to success. Sustrans have not investigated the land ownership, but there are several separate owners, all of whom would need to cooperate to deliver the route shown in outline. There are clearly significant impacts on Thicketmead Farm, a dairy farm where the path would have to cross a route used by livestock on a daily basis. It is hard to see how the path could co-exist with the dairy operation and Sustrans regard this scheme as undeliverable unless this obstacle can be overcome. It may be that this section of route could not be achieved unless at some time in the future the farm land was developed. Alternative alignments have been considered, but they do not offer the high quality of route which is more likely to encourage people to use it for walking and cycling.

There are further ownership issues at Old Mills where a number of ownerships and buildings appear to obstruct the ideal route. The ground has been built up over the former railway to create the industrial estate at Old Mills, and any route alignment will inevitably entail careful design and engineering to minimise steepness of gradients. Although the route reputedly has community support, this has not been evidenced in the public consultations. A more detailed feasibility study and public consultation may reach a different conclusion. If such were undertaken, the Council should, before embarking on the exercise, carefully consider the implications of a failure to secure the cooperation of any the landowners on the route. The route mapped is not the only possible route, though it is most direct, and involves only two road crossings, both in good situations. Other routes could be considered but we consider the route shown to is likely to be optimal.

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

Evidence: • Sustrans Cycle Review (Nov 2014)	**Phasing:**		
	2011/12-2015/16	**2016/17-2020/21**	**2021/22-2025/26**
	➢	➢	➢
	Relevant policy areas: Bath	**Lead Agencies:** B&NES Council	

<table>
<tr><td colspan="2">MNRI.35a: Former Welton Manufacturing Site: Green Infrastructure</td><td>Category: Green Infrastructure</td><td>Status: Key</td></tr>
<tr><td colspan="4">Policy SSV4 requires the de-culverting of the Wellow Brook to provide continued natural sections through the Welton Bibby site, and provide habitat creation/enhancement which will be part of the west-east strategic green infrastructure route.</td></tr>
<tr><td>Cost:
Not known</td><td colspan="3">Potential Funding Sources:
Development requirement</td></tr>
<tr><td colspan="4">Risks:</td></tr>
<tr><td colspan="4">Contingencies:</td></tr>
<tr><td rowspan="3">Evidence:
Placemaking Plan</td><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:

Somer Valley</td><td colspan="2">Lead Agencies:

Developer; Environment Agency</td></tr>
</table>

MNRI.35b: Former Welton Manufacturing Site: Pedestrian / Cycle Link	Category: Transport	Status: Key
Policy SSV4 requires improved pedestrian and cycling connections both north to south and east to west connecting to existing cycle links.		
Cost: Not known	**Potential Funding Sources:** Development requirement	
Risks:		
Contingencies:		
Evidence: Placemaking Plan	**Phasing:**	

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

Relevant policy areas:	Lead Agencies:
Somer Valley	Developer; Environment Agency

Keynsham

<table>
<tr><td colspan="2">KI.2: Flood Protection Measures for Cadbury's Somerdale site</td><td>Category: Water & Drainage</td><td>Status: Key</td></tr>
<tr><td colspan="4">• 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.

The sequential and exception tests for flood risk would have to be met to justify any dwellings in higher risk parts of the site.

Development within the Policy area must be safe throughout its lifetime and informed by the B&NES SFRA and Flood Risk Management Strategy</td></tr>
<tr><td>Cost: Dependent on scheme design</td><td colspan="2">Potential Funding Sources:
• Developer contributions
• On site works required to address and respond to the implications of flood risk and necessary to obtain planning permission.</td><td>SHLAA Reference: K1</td></tr>
<tr><td colspan="4">Risks:</td></tr>
<tr><td colspan="4">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.</td></tr>
<tr><td rowspan="2">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</td><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 colspan="2">Relevant policy areas:

Keynsham</td><td colspan="2">Lead Agencies:
Bath & North East Somerset Council;
Landowner/Developer;
Environment Agency</td></tr>
</table>

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:	**Potential Funding Sources:**
Dependent on scheme design	• 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:	**Lead Agencies:**
Keynsham	Wessex Water; Landowners/Developers

KI.4 Enhance Keynsham Hams as a Wetland Habitat	Category: Green Infrastructure	Status: Key

- 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:	Potential Funding Sources:	SHLAA Reference:
Not quantified	• Development requirement for Somerdale site • Potential funding for community green spaces: http://www.communities.gov.uk/publications/communities/greenspacefunding	K1

Risks: Continuing engagement will be required to realise this through future Masterplanning etc.

Contingencies:

Evidence:

- 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:

- Keynsham

Lead Agencies:

- Developer;
- Environment Agency;
- Natural England
- SW Biodiversity Partnership
- Avon Wildlife Trust

KI.6a Improvements to Keynsham Railway Station	Category: Transport	Status: Key

Improvements to the railway station secured as part of Somerdale redevelopment,

As part of Phase 1 of the MetroWest project, regular half hourly train services would be introduced from Keynsham to Bristol and Bath by 2019. By effectively doubling the number of trains stopping at Keynsham, it is forecast that more people will travel by train for both work related and retail/leisure trips. So improved rail services will help in addressing peak hour traffic congestion, particularly if Keynsham residents walk, cycle or catch the bus to the station.

To encourage the use of rail, local improvements are proposed for access to Keynsham station, including:

- An around Keynsham bus service with links especially from east Keynsham;
- Incorporating a new bus stop in the vicinity of the station;
- Links into a wider cycle route network;
- Improved and more secure cycle parking facilities;
- New pedestrian crossing on Keynsham Road for improved access from Somerdale site;
- Pedestrian routes assessed (and improved) as part of a non-motorised users audit;
- Improved waiting facilities for passengers;
- Provision of real time service information in the town centre, such as in the Town Hall to supplement that recently introduced on the station platforms;
- Provision of CCTV cameras for improved security;
- Marketing to 'relaunch' Keynsham station once the main improvements are in place.

Cost: Not quantified	Potential Funding Sources: - Network Rail - Great Western franchisee - Developer contributions from Somerdale redevelopment

Risks:

Contingencies:

Evidence:

- Great Western Mainline Route Utilisation Strategy (RUS)
- Single Conversation: West of England Delivery & Infrastructure Investment Plan (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
- Keynsham Transport Strategy (2015)

Phasing:

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

Relevant policy areas:	Lead Agencies:
Keynsham	West of England Partnership; Network Rail; Train Operator(s); B&NES Council

KI.7 New early years facility and primary school at Somerdale	Category: Education	Status: Key

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.

The re-development of Somerdale will trigger the need for a new 210 place primary school on site.

Plans for a 210-place primary school with nursery have now been submitted to the Council.

The nursery could welcome up to 30 three-year-old children.

The school site will measure 5,505sqm. It will include 22 staff car parking spaces (two disabled bays), cycle storage and three entrances for parents to pick up and drop off pupils.

- One nursery for 30 children
- Seven new classrooms
- One food, science and design and technology block
- Man hall
- Kitchen
- Teacher and admin space

As part of the Government's plans, it will be a Free School that is funded by central Government and overseen by a sponsor rather than run by the local authority. The school's sponsor is expected to be announced on behalf of the Education Minister in early 2016.

Cost: c.£4,200,000	**Potential Funding Sources:** Developer to provide the land and building for a new 210 place primary school on site	**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)
New school application: http://www.bathnes.gov.uk/services/schools-colleges-and-learning/school-strategies-policies-planning/new-primary-school-1
B&NES Primary and Secondary School Organisation Plan 2013-2017

Phasing:

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

Relevant policy areas:

Keynsham

Lead Agencies:

Local Education Authority; Landowners/Developers

KI.8a Green Infrastructure route along River Chew and River Avon corridor	Category: Green Infrastructure	Status: Desirable

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

Cost: Not quantified

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

Risks:

Contingencies:

Evidence:

- 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)
- B&NES Green Infrastructure Strategy

Phasing:

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

Relevant policy areas:

Keynsham

Lead Agencies:

Bath & North East Somerset Council;
Keynsham Town Council

KI.8b Improvements to the Memorial Park	Category: Green Infrastructure	Status: Desirable

Improvements to the Memorial Park

Policy KE2b requires that the section of the Memorial Park to the east of Riverside is enhanced and linked through the development site to temple Street. This will include planting in order to improve links, views and green infrastructure. Opportunities for providing terraced public open space overlooking the park will be encouraged, as will reinstatement of an orchard.

Cost: Not quantified

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
- CIL / other funding sources
- Site delivery requirement for Riverside

Risks:

Contingencies:

Evidence:

- B&NES Green Infrastructure Strategy
- Placemaking Plan

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.9: Keynsham District Heating Network	Category: Energy	Status: Desirable
The implementation of a district heating scheme in Keynsham has been investigated and shown to have the potential to deliver significant CO_2 reductions (681 tonnes CO_2 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.		
Cost: £970,181	**Potential Funding Sources:** • Private financing from third-party ESCOs • CIL / other funding sources • Renewable Heat Incentive/Feed In Tariff	
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.		
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.		

Evidence:	Phasing:		
B&NES District Heating Study (AECOM, 2010) B&NES Renewable Energy Capacity Study (CAMCO, 2010) B&NES Sustainability Team	2011/12-2015/16	2016/17-2020/21	2021/22-2025/26
	➢	➢	➢
	Relevant policy areas: Keynsham	**Lead Agencies:** Bath & North East Somerset Council; Landowners/Developers;	

KI.10c New Community Facility	Category: Community Facilities	Status: Desirable

K2 community facilities will be delivered as part of that development by the developer

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.

Cost:

- £250k secured, other projects still to be confirmed or outside local authority control

Potential Funding Sources:

- Developer contributions

Risks:

Contingencies:

Evidence:

- Keynsham s106 grant: http://www.bathnes.gov.uk/communityandliving/fundingcommissioning/Pages/KeynshamSection106Grant.aspx

Phasing:

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

Relevant policy areas:

- Keynsham

Lead Agencies:

- 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: - CIL / other funding sources - Funding bids	
Risks: Project not yet defined, scoped or costed		
Contingencies:		

Evidence:	**Phasing:**		
• Keynsham draft Regeneration Delivery Plan (New Masterplanning, March 2010)	**2011/12-2015/16**	**2016/17-2020/21**	**2021/22-2025/26**
	➢	➢	➢
	Relevant policy areas: Keynsham	Lead Agencies:	

KI.12 Keynsham Town Centre Public Realm Improvements	Category: Public Realm	Status: Key

Many stakeholders and initial public consultation wished to see improvements to the public realm the town centre, to make it a more attractive place to shop. If the High Street were to be made one-way, it would reduce the impact of traffic and allow footways to be widened improving the pedestrian environment. A trial of a one way system is recommended in the Keynsham Transport Strategy.
Improvements could include:

- High Street semi pedestrianisation to improve shopping environment and improve air quality
- Improved paving in High Street
- Improved junction materials at space in front of St. John's church and junction of High Street and Charlton Road
- Improved junction materials and boundary walls at Bath Road/Bath Hill/Wellsway
- Improved street lighting columns in High Street
- Street furniture and street scene improvements
- Rationalisation of street signage – particularly in Town Centre area
- Improved shop fronts and signage in High Street and Temple Street
- Access enhancement from Ashton Way through to High Street (walls and surface treatment)
- Bus layby on Ashton Way
- Enhancement/creation of network of pedestrian routes between High Street, Temple Street, the park entrance and the river, and Bath Hill East car park.
- Planting scheme / greening to existing Bath Hill East and Fox and Hounds car parks in river valley
- Undergrounding of overhead power / telecom lines in Dapps Hill area
- Undergrounding of services as part of any comprehensive re-development schemes in the town centre
- Improved pedestrian routes in areas surrounding the town centre within 10 min walk of the High Street
- Improved disabled access to shops.

Cost: £3,000,000	**Potential Funding Sources:** - CIL / other funding sources

Risks: Details of strategy need to be further developed and costed. Highways issues and through traffic issues key.

Contingencies:

Evidence:

- Retail Strategy (Urban Practitioners and DTZ 2008)
- 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
- Keynsham Conservation Area Appraisal & Management Plan (2015)
- Keynsham Transport Strategy (2015)

Phasing:		
2011/12-2015/16	**2016/17-2020/21**	**2021/22-2025/26**
➢	✓	

Relevant policy areas:	**Lead Agencies:**
Keynsham	B&NES; Landowner/Developers; Keynsham Town Council

KI.12a Keynsham Town Centre Public Realm Improvements: Riverside	Category: Public Realm	Status: Key
Policy KE2b of the Placemaking Plan requires the provision of a high quality public realm along Temple Street constructed from an appropriate palette of materials referenced from the local context. The suitability for tree planting along Temple Street should be investigated.		
Cost: Not quantified	**Potential Funding Sources:**	
Risks:		
Contingencies:		
Evidence: • Placemaking Plan	**Phasing:**	
	2011/12-2015/16	**2016/17-2020/21**	**2021/22-2025/26**
	➢	➢	➢
	Relevant policy areas: Keynsham	**Lead Agencies:** B&NES; Landowner/Developers;

KI.13 Improved Cycle Links (Keynsham Greenways)	Category: Transport	Status: Key

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.

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.

The Keynsham Transport Strategy states that a key action is to identify priority cycling routes (in partnership with Bristol and South Gloucestershire, local cycle groups, the Town Council and Sustrans) to/from Bath, Bristol, east/ north Bristol and within Keynsham in order to build a cycling culture for people of all abilities. Target appropriate opportunities to fund these schemes.

Specific measures will include:

- Developing a basic network of high quality routes in the short term to further improve access to schools. These routes would be developed through consultation with local cycle groups and schools;
- Developing the network in the medium to long term, taking into account the recent review undertaken by Sustrans;
- Introducing traffic calming on certain routes to create an environment that is conducive to cycling;
- Improving and creating more secure cycle parking at the rail station, workplaces, residential developments, leisure facilities and town centre;
- Promotion of the new cycle routes through leaflets, route maps, school liaison etc.

Cost: £1,100,000	**Potential Funding Sources:** • Developer Contributions (£3-4m West of England) • Devolved Major Schemes Funding (£21m-£22m West of England) • CIL / other funding sources

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:

- Future for Keynsham (B&NES 2006)
- IDP evidence gathering (B&NES Transport)
- Transport Innovation Fund work
- Greater Bristol Strategic Transport Study
- SUSTRANS
- Keynsham Transport Strategy

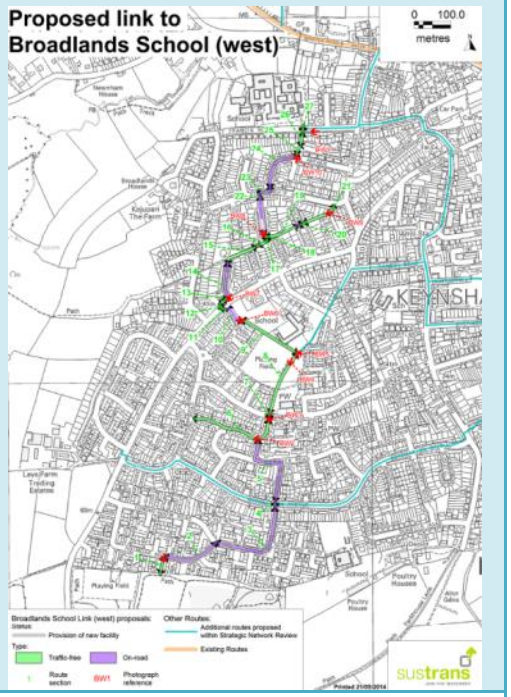
Phasing:

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.13a Broadlands School cycle link (west)	Category: Transport	Status: Desirable

The main aim of this route is to link Broadlands School and St Keyna Primary School to the residential streets of West Keynsham. It provides safe access for pupils travelling to school on a mixture of new shared-use paths and quiet residential roads. The main challenge in delivering this route is widening the path adjacent to St Keyna Primary which will require school land to be dedicated. The scheme would have the most impact if traffic cells were implemented in West Keynsham to reduce through traffic and channel vehicles away from the on-road sections of route. Securing public support for this will require sufficient time for consultation which makes the scheme unsuitable as a quick solution. However, some individual components of the route could be delivered in a short time frame.



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

Risks:

Contingencies:

Evidence:

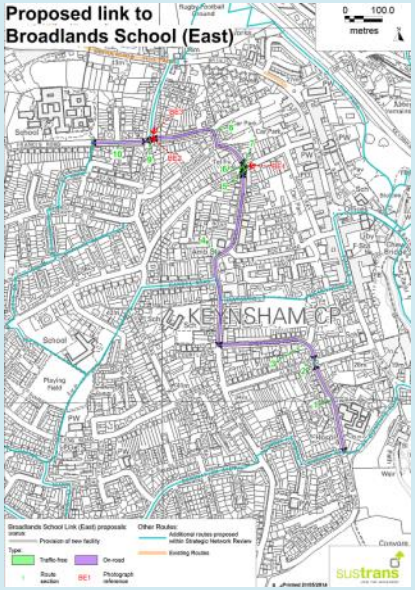
- Sustrans Cycle Review (Nov 2014)

Phasing:		
2011/12-2015/16	2016/17-2020/21	2021/22-2025/26
➢	➢	➢

Relevant policy areas:	Lead Agencies:
Bath	B&NES Council

KI.13b Broadlands School cycle link (east)	Category: Transport	Status: Desirable

The main aim of this route is to link Broadlands School to the south and eastern streets of West Keynsham. It provides safe access for pupils travelling to school on quiet residential roads and shared-use paths. The main challenges in delivering this route will be the road closures necessary to enable new crossings to be provided of Charlton Road and St Ladoc Road. The scheme would have the most impact if traffic cells were implemented in West Keynsham to reduce through traffic and channel vehicles away from the on-road sections of route. Park Road and Charlton Park would then become the main north-south vehicular links through West Keynsham. Securing public support for this will require sufficient time for consultation which makes the scheme unsuitable as a quick win.



Cost: Not quantified

Potential Funding Sources:

Risks:

Contingencies:

Evidence:

- Sustrans Cycle Review (Nov 2014)

Phasing:		
2011/12-2015/16	2016/17-2020/21	2021/22-2025/26
➢	➢	➢

Relevant policy areas:

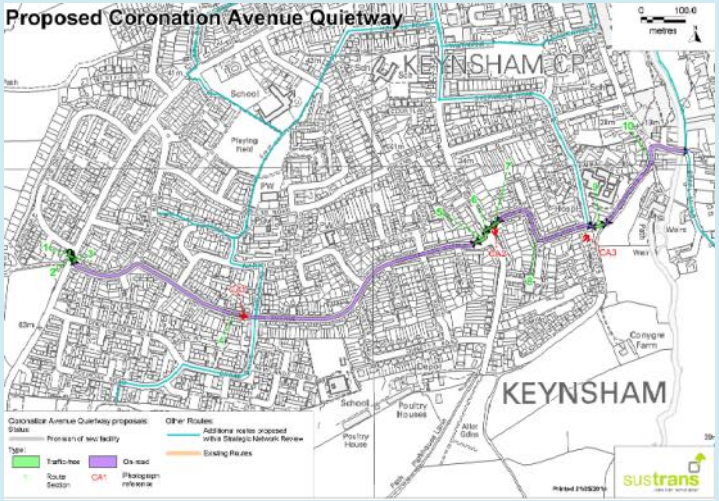
Bath

Lead Agencies:

B&NES Council

KI.13c Coronation Avenue cycle link	Category: Transport	Status: Desirable

This route has two main aims. Firstly it provides a set of feeder links into the two routes to Broadlands School. Secondly it provides a connection towards East Keynsham and the town centre. Along with the two Broadlands School links it creates a circuit around West Keynsham. The route is on-road apart from two short sections of shared-use path. The scheme would have the most impact if traffic cells were implemented in West Keynsham to reduce through traffic and channel vehicles away from the on-road sections of route. Under the revised traffic circulation it is envisaged that Queens Road and Albert Road would become the main east-west vehicular routes through West Keynsham. Securing public support for this will require sufficient time for consultation which makes the scheme unsuitable as a quick win.



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

Risks:

Contingencies:

Evidence:

- Sustrans Cycle Review (Nov 2014)

Phasing:		
2011/12-2015/16	2016/17-2020/21	2021/22-2025/26
➢	➢	➢

Relevant policy areas:	Lead Agencies:
Bath	B&NES Council

KI.13d Chandag Road cycle link	Category: Transport	Status: Desirable

This route provides a north-south link through East Keynsham and a route to Wellsway School. The route is entirely on-road with a mixture of traffic calming and shared-space. The scheme depends on the implementation of traffic cells in East Keynsham with a road closure on Chandag Road to remove through traffic. Securing public support for this will require sufficient time for consultation which makes the scheme unsuitable as a quick win.

Cost: Not quantified

Potential Funding Sources:

Risks:

Contingencies:

Evidence:

- Sustrans Cycle Review (Nov 2014)

Phasing:		
2011/12-2015/16	2016/17-2020/21	2021/22-2025/26
➢	➢	➢

Relevant policy areas:

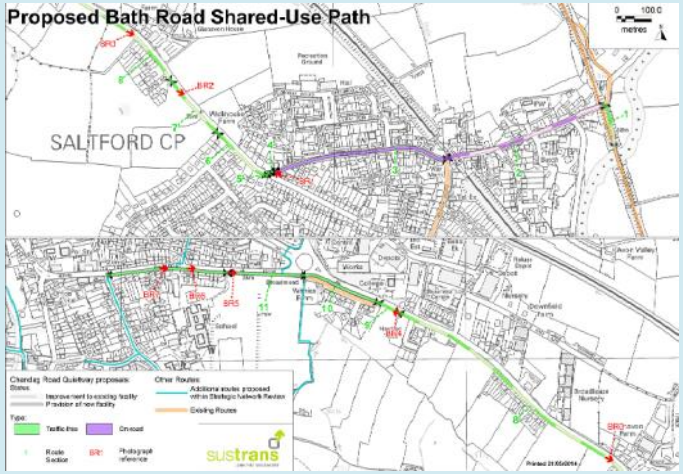
Bath

Lead Agencies:

B&NES Council

KI.13e Bath Road cycle link	Category: Transport	Status: Desirable

This route has several aims. Firstly it provides a link from Saltford into Keynsham, particularly for pupils travelling to Wellsway school. Secondly it provides a link from Keynsham to the Bristol Bath railway path for commuter and leisure trips. In time the route will also form part of a set of connections into the town centre, Waitrose and the Broadmead Peninsular. The route is traffic-free. The main challenge in delivering the scheme is the proposed shared-use path along Bath Road, west from Wellsway School, where a reduction in carriageway width is necessary. The entire route is within the highway boundary so is suitable as a quick win.



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

Evidence:

- Sustrans Cycle Review (Nov 2014)

Phasing:		
2011/12-2015/16	**2016/17-2020/21**	**2021/22-2025/26**
➢	➢	➢

Relevant policy areas:	**Lead Agencies:**
Bath	B&NES Council

KI.14 Relocation of the Fire Station	Category: Community Facilities	Status: Desirable

Avon Fire & Rescue Service have identified an opportunity to deliver a new district Fire Station together with training facilities at Hicks Gate, to replace existing stations at Keynsham, Brislington and Kingswood, creating a more strategic location from which to deliver the service.

Hicks Gate has been identified as the only suitable and viable location for the proposed strategic facility. The Service requires a site with an area up to 2.4ha. The location is crucial in order to deliver the strategic benefit upon which the proposals for a district fire station for this area are based.

The new station is required to maintain the public safety standards for the existing communities it serves, whilst providing additional fire cover for new communities, in accordance with existing, necessary standards; and to maintain existing public safety standards for South Gloucestershire and Bristol, but improve standards for Keynsham and Bath as a result of greater fire cover and an improvement in response times. The Service has mandatory response times that significantly restricts the location where the centralised facility could be located.

The station has received planning permission and is under construction.

Cost: not quantified	**Potential Funding Sources:** Must be cost Neutral for the Fire Authority

Risks:

Contingencies:

Evidence:
IDP Evidence gathering process – Responses from Avon Fire & Rescue Service
Planning Permission

Phasing:

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

Relevant policy areas:	**Lead Agencies:**
Keynsham	Fire Authority

KI.15 Broadmead Lane Residual Waste Management Site	Category: Waste	Status: Key

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 and full Flood Risk Assessment

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:	**Lead Agencies:**
Keynsham	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**

In addition to the new primary school with early years facilities at Somerdale and the primary school with early years for the urban extension east of Keynsham (which also caters for the urban extension south west 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 an additional number of primary school places and early years facilities as a result of underlying population growth in Keynsham, delivered via the expansion of an existing school. Childcare and Early Years sufficiency levels will be monitored using the sufficiency report and its 6 monthly refresh in order to assess either the need for new or expansion of existing local capacity.

Secondary school pupils generated by new housing in the Wellsway school catchment area would serve to displace pupils at the school from outside of the catchment area, thus creating sufficient space at Wellsway. Broadlands school can accommodate extra pupils as it is projected to have sufficient spare capacity.

It is not anticipated that a new secondary school site will be required.

Cost: dependent on delivery strategy and phasing Approximate cost £2,500,000	**Potential Funding Sources:** CIL / Other funding sources The extension of Castle Primary School has been secured as part of the Development Requirements for K2 Allocation. The new Primary School at north Keynsham has been secured as part of the Development Requirements for Somerdale.

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
B&NES Primary and Secondary School Organisation Plan 2013-2017

Phasing:

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

Relevant policy areas:	**Lead Agencies:**
Keynsham	Local Education Authority; Landowners/Developers

KI.19 Relocation of waste and recycling operations to Pixash Lane	Category: Waste	Status: Key
Waste collections and transfer operations will relocate from the Midland Road Depot in Bath to Pixash Lane in Keynsham. Land has been purchased next to the existing Public Recycling Centre. Additional land requirements are being identified and assessed in conjunction with the Core Strategy employment land allocation (Policy KE3a).		
Cost: £12,200,000	**Potential Funding Sources:** B&NES Council	
Risks: • No funding currently allocated for the development		
Contingencies:		
Evidence: • IDP evidence gathering (B&NES Waste Services)	**Phasing:**	

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

Relevant policy areas:	Lead Agencies:
Keynsham	B&NES Council;

KI.20a Educational Infrastructure for East of Keynsham and Keynsham SW Urban Extensions New Primary school on Keynsham East site	Category: Education	Status: Key

The Core Strategy allocation of 250 dwellings for Keynsham East will yield c.80 primary, 38 secondary and 10 sixth form places.

The Core Strategy allocation of 200 dwellings for Keynsham South West will yield c.62 primary, 30 secondary and 8 sixth form places.

A new 210 place primary school on the Keynsham East development site will be required as per the Core Strategy policy. **The South West Keynsham Urban Extension site will contribute financially to the delivery of the school.**

Cost: dependent on delivery strategy and phasing Approximate cost of a 210 place primary school is c.£4,200,000	**Potential Funding Sources:** Developer contributions / Other funding sources

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)
B&NES Primary and Secondary School Organisation Plan 2013-2017

Phasing:		
2011/12-2015/16	**2016/17-2020/21**	**2021/22-2025/26**
➢	➢	➢

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, Saltford 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 Saltford may provide the most cost effective means of managing traffic
- Demand management measures in Keynsham town centre
- Safeguarding of a route for a potential Saltford 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: Keynsham	**Lead Agencies:** Developers/Landowners; Network Rail; B&NES	

KI.20c Green infrastructure at East of Keynsham Urban Extension (including ecology)	Category: Green Infrastructure	Status: Key

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) as part of a comprehensive Green Infrastructure Strategy for the location.

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.

Maintain a landscape buffer between Keynsham and Saltford

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:**
Keynsham	Developer

KI.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:	**Phasing:**		
• B&NES Council Report (Feb 2013) http://democracy.bathnes.gov.uk/documents/s24562/Core%20Strategy%20Annex%201.pdf	**2011/12-2015/16**	**2016/17-2020/21**	**2021/22-2025/26**
	➢	➢	➢
	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.

The most significant impact upon water and sewerage services will be focussed upon the existing networks of distribution mains and public sewers.

Wessex Water have confirmed that providing the rate of development is controlled over a number of years they will be able to prepare:

- Detailed appraisals as the site is brought forward through the planning process;
- Plan the necessary improvements and establish the thresholds at which capacity is needed;
- Improvement schemes necessary with phasing arrangements where possible.

Wessex Water will seek planning conditions to secure an agreed drainage strategy for each site with any relevant contributions.

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
- Wessex Water Core Strategy representation (May 2013)

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.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

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:**

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:**
Keynsham	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:	**Phasing:**		
• B&NES Council Report (Feb 2013) http://democracy.bathnes.gov.uk/documents/s24562/Core%20Strategy%20Annex%201.pdf	**2011/12-2015/16**	**2016/17-2020/21**	**2021/22-2025/26**
	➢	➢	➢
	Relevant policy areas: Keynsham	**Lead Agencies:** 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.

The most significant impact upon water and sewerage services will be focussed upon the existing networks of distribution mains and public sewers.

Wessex Water have confirmed that providing the rate of development is controlled over a number of years they will be able to prepare:

- Detailed appraisals as the site is brought forward through the planning process;
- Plan the necessary improvements and establish the thresholds at which capacity is needed;
- Improvement schemes necessary with phasing arrangements where possible.

Wessex Water will seek planning conditions to secure an agreed drainage strategy for each site with any relevant contributions.

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
- Wessex Water Core Strategy representation (May 2013)

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.22 Castle Primary Expansion	Category: Education	Status: Key
210 places being added to Castle Primary school for the K2 development and underlying population growth		
Cost: Approx cost £990,000	**Potential Funding Sources:** Developer Contributions/Basic Need	
Risks: Expected delivery date: 2015		
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 Primary and Secondary School Organisation Plan 2013-2017	**Phasing:**		
	2011/12-2015/16	**2016/17-2020/21**	**2021/22-2025/26**
	➢	➢	➢
	Relevant policy areas: Keynsham	**Lead Agencies:** Local Education Authority; Developers/Landowners	

KI.23 Keynsham Leisure Centre Redevelopment	Category: Leisure	Status: Desirable
The current leisure centre building in Keynsham is beyond its useful life and is spread over three levels making access less than ideal. Significant investment would be required to bring it to a standard where it would be attractive to an operator as part of a procurement process which would involve a payback period that would be longer than the life of the building. These issues have led to a decision to replace the current site with a new build leisure centre. The new build is proposed to be delivered in partnership with a leisure contractor as part of the new leisure contract. The final facility design and makeup will be agreed through the procurement process for the new contract, together with public consultation; however the core facilities identified by the Built Facilities Strategy are a 25 metre pool and a learner pool supported by a fitness suite and studio space to ensure the future viability of the facility. Other facilities will be considered as part of the consultation process.		
Cost: £6,000,000	**Potential Funding Sources:** B&NES Council Leisure Contractor as part of new contract Sport England CIL / Other funding sources	
Risks:		
Contingencies:		

Evidence:	**Phasing:**		
Built Facilities Strategy 2014	**2011/12-2015/16**	**2016/17-2020/21**	**2021/22-2025/26**
	➢	✓	
	Relevant policy areas:	**Lead Agencies**:	
	Keynsham	B&NES Council	

KI.24 St. John's C of E Primary School	Category: Education	Status: Desirable
Bulge class capital project		
Cost: Not quantified	**Potential Funding Sources:** CIL / Other funding sources	
Risks:		
Contingencies:		
Evidence: Evidence gathering for IDP(Local Education Authority)	**Phasing:**	
	2011/12-2015/16	**2016/17-2020/21**	**2021/22-2025/26**
	➢	➢	➢
	Relevant policy areas: Keynsham	**Lead Agencies:** Local Education Authority

<table>
<tr><td colspan="2">KI.25 IKB Studio School</td><td colspan="2">Category: Education</td><td>Status: Desirable</td></tr>
<tr><td colspan="5">The IKB Studio School is part of the Wellsway Trust. This new school delivers both academic and vocational qualifications through project-based work for students entering in years 10 and 12.

Under construction. School opened in September 2015 in temporary accommodation at Wellsway School</td></tr>
<tr><td colspan="2">Cost: £3,400,000</td><td colspan="3">Potential Funding Sources:

Central Government Funding</td></tr>
<tr><td colspan="5">Risks:</td></tr>
<tr><td colspan="5">Contingencies:</td></tr>
<tr><td colspan="2" rowspan="4">Evidence:
Evidence gathering for IDP(Local Education Authority)</td><td>Phasing:</td><td></td><td></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:

Keynsham</td><td>Lead Agencies:

Local Education Authority</td></tr>
</table>

KI.26 Improved Bus Services in Keynsham	Category: Transport	Status: Key
Keynsham Transport Strategy provides a key action to improve bus services, with ticketing and other measures, in order to improve reliability and create better linkages between bus and rail services. This will provide viable alternative travel options to car use, promoted through travel plans and comprehensive marketing. Continued support for Community Transport as not everyone can use conventional public transport. Specific measures will include: • Better multi-media service information, including the TravelWest.info website giving service information for the whole sub-region (joint initiative between operators, the Council and users); • Improved linkages between bus and rail services; • Smart ticketing, as being introduced currently, and mobile phone ticketing; • Revised fare structure, especially for inter-urban services; and • Measures to reduce delays to buses e.g. as part of capacity improvements at key junctions.		
Cost: Not quantified	**Potential Funding Sources:**	
Risks:		
Contingencies:		
Evidence: Keynsham Transport Strategy	**Phasing:**	
	2011/12-2015/16	**2016/17-2020/21**	**2021/22-2025/26**
	➢	➢	➢
	Relevant policy areas: Keynsham	**Lead Agencies:**	

KI.27 Improved B3116 Wellsway, Bath Hill and Bath Road Junction	Category: Transport	Status: Key
By 2022, the existing arrangement of a mini roundabout at the junction of B3116 Wellsway, Bath Hill and Bath Road is likely to be overcapacity, leading to queuing that blocks back and affects other parts of the network. Modelling has shown that improving capacity here will help to relieve the predicted congestion and will also be beneficial in maintaining journey time reliability for bus services. Improving the capacity of the junction is therefore recommended.		
Cost: Not quantified	**Potential Funding Sources:**	
Risks:		
Contingencies:		
Evidence: Keynsham Transport Strategy	**Phasing:**	
	2011/12-2015/16	**2016/17-2020/21**	**2021/22-2025/26**
	➢	➢	➢
	Relevant policy areas: Keynsham	**Lead Agencies:**	

KI.28 Improved Avon Mill Lane / Keynsham Road Junction	Category: Transport	Status: Key
Long queues are predicted at the proposed Avon Mill Lane / Keynsham Road signalised junction, particularly southbound in the PM peak. It is understood that there is a potential scheme to provide two southbound lanes at the signals (one lane for the left turn, one lane straight ahead). Such a scheme will help to relieve the congestion here so should be pursued.		
Cost: Not quantified	**Potential Funding Sources:**	
Risks:		
Contingencies:		
Evidence: Keynsham Transport Strategy	**Phasing:**	
	2011/12-2015/16	**2016/17-2020/21**	**2021/22-2025/26**
	➢	➢	➢
	Relevant policy areas: Keynsham	**Lead Agencies:**	

KI.29 Improved Bath Road / Chandag Road Junction	Category: Transport	Status: Key
In order to operate satisfactorily, both the Wellsway/Bath Road and Bath Road/Chandag Road junctions would need to have their capacity improved, with pedestrian crossings via central islands. This applies to the base case, as well as with the Keynsham High Street one-way options.		
Cost: Not quantified	**Potential Funding Sources:**	
Risks:		
Contingencies:		
Evidence: Keynsham Transport Strategy	**Phasing:**	
	2011/12-2015/16	**2016/17-2020/21**	**2021/22-2025/26**
	➢	➢	➢
	Relevant policy areas: Keynsham	**Lead Agencies:**	

KI.30 New Link Road between Avon Mill Lane and the A4	Category: Transport	Status: Desirable
Other, more strategic, schemes could reduce the volume of through traffic in Keynsham town centre. One such scheme is for a new link road to connect the A4 east of Broadmead (either via Pixash Lane or Broadmead Lane) to Avon Mill Lane. This would mean that traffic between the A4 in the east, including the proposed new development in this area, and the A4175 to the north would not have to pass through the town centre as at present.		
Cost: Not quantified	**Potential Funding Sources:**	
Risks:		
Contingencies:		

Evidence: Keynsham Transport Strategy	**Phasing:**		
	2011/12-2015/16	**2016/17-2020/21**	**2021/22-2025/26**
	➢	➢	➢
	Relevant policy areas: Keynsham	**Lead Agencies:**	

KI.31 Increased Capacity at Hicks Gate Roundabout	Category: Transport	Status: Desirable
The results of the traffic modelling of the wider area show that the A4 Hick's Gate junction will be significantly over-capacity in the future, leading to much longer queues and delays than at present, even with the reduced trips due to a switch to rail for some trips. This junction is already over capacity during peak periods. A major improvement scheme is likely to be required to mitigate these problems. However the difficulties occurring at Hick's Gate are caused by problems elsewhere on the road network most notably at the A4/ Callington Road junction within Bristol. This problem is recognised within the current Joint Local Transport Plan 2011 to 2026 in which Callington Road is included in the major scheme list.		
Cost: Not quantified	**Potential Funding Sources:**	
Risks:		
Contingencies:		
Evidence: Keynsham Transport Strategy	**Phasing:**	
	2011/12-2015/16	**2016/17-2020/21**	**2021/22-2025/26**
	➢	➢	➢
	Relevant policy areas: Keynsham	**Lead Agencies:**	

KI.32 Broadmead Roundabout Pedestrian Improvements	Category: Transport	Status: Desirable
The Keynsham Transport Strategy recommends investigating the Broadmead junction on the A4 to establish whether any improvements are possible particularly for vulnerable road users		
Cost: Not quantified	**Potential Funding Sources:**	
Risks:		
Contingencies:		
Evidence: Keynsham Transport Strategy	**Phasing:**	
	2011/12-2015/16	**2016/17-2020/21**	**2021/22-2025/26**
	➢	➢	➢
	Relevant policy areas: Keynsham	**Lead Agencies:**	

KI.33 New GP surgery at Somerdale	Category: Health	Status: Desirable
Keynsham is expected to require expanded GP provision as a result of the Core Strategy housing growth. One potential solution to this need is for the Somerdale redevelopment to include a new GP{ surgery (expected to be a new surgery for the existing St Augustine's practice). Planning consent has been issued for 13/01780/EOUT which includes space for a new GP surgery. Planning application 15/04706/EFUL proposes to house the GP surgery on the ground floor of one of the former factory buildings. The current facilities of St Augustine's are not fit for purpose, and they are unable to expand.		
Cost: c.£1,500,000	**Potential Funding Sources:** Developer contributions	
Risks:		
Contingencies:		

Evidence:	**Phasing:**		
• 13/01780/EOUT • 15/04706/EFUL	**2011/12-2015/16**	**2016/17-2020/21**	**2021/22-2025/26**
	➢	✓	

Relevant policy areas:	**Lead Agencies:**
Keynsham	Developer; GP Surgery; CCG; NHS England

Rural

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:	**Phasing:**		
B&NES Transportation Planning B&NES Planning Policy Team discussion with Parish Councils	**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	

<table>
<tr><td colspan="2">RI.5 New Village Hall at Batheaston</td><td>Category: Community Facilities</td><td>Status: Desirable</td></tr>
<tr><td colspan="4">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.</td></tr>
<tr><td>Cost: £750,000</td><td colspan="3">Potential Funding Sources:
Private funding from Batheaston New Village Hall trustees</td></tr>
<tr><td colspan="4">Risks:</td></tr>
<tr><td colspan="4">Contingencies:</td></tr>
<tr><td colspan="2" rowspan="3">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</td><td colspan="2">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>Relevant policy areas:

Rural Areas</td><td>Lead Agencies:

Batheaston New Village Hall trustees</td></tr>
</table>

<table>
<tr><td colspan="2">RI.6 A37 Clutton and Temple Cloud Bypass</td><td>Category: Transport</td><td>Status: Desirable</td></tr>
<tr><td colspan="4">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.</td></tr>
<tr><td>Cost:</td><td colspan="3">Potential Funding Sources:</td></tr>
<tr><td colspan="4">Risks:</td></tr>
<tr><td colspan="4">Contingencies:</td></tr>
<tr><td rowspan="3">Evidence:
• B&NES Local Plan
• Joint Local Transport Plan 3</td><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:

Rural Areas</td><td colspan="2">Lead Agencies:

Highways England
B&NES Council</td></tr>
</table>

RI.7 A37 Whitchurch Bypass	Category: Transport	Status: Desirable

As a Highways Authority the Council is responsible for the planning and implementation of a wide variety of transport infrastructure projects. The Council inherited a number of highway improvement schemes from Avon County Council. Those that require a substantial land allocation are listed in Policy T.17 of the B&NES Local Plan. These include the A37 Whitchurch Bypass 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.

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.

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.

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.

Cost: Not quantified	**Potential Funding Sources:** • DfT/Devolved major scheme funding

Risks: The 2004 report included an initial design and traffic forecasting report. However, this work needs to be reviewed an updated with more up to date information. No business case has yet to be developed. Various Orders under the Highways Act will be required.

Contingencies:

Evidence:

- 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-%20jtec%20devolved%20major%20schemes%2019%20june%2012.pdf
- GBSTS
- A37 South Bristol Park &Ride and Whitchurch bypass study (October 2004)

Phasing:

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

Relevant policy areas:

- Rural Areas

Lead Agencies:

- Highways England
- B&NES Council
- DfT

RI.10 Additional Early Years, Primary & Secondary Education capacity in the Rural Areas at Bishop Sutton and Farmborough	**Category: Education**	**Status: Key**

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 generally considered to be greater scope for some existing primary schools facilities to accommodate growth. This is due to both the relatively low levels of growth anticipated which is also intended to be spread throughout various villages across the District and not concentrated in one place, and the greater potential for extension or expansion of existing facilities. However, this is dependent on where development is located; not all schools can be expanded and a new site(s) for a primary school(s) may be needed if an existing school cannot be expanded. Bishop Sutton Primary is currently being expanded by 63 places and additional capacity added to Farmborough C of E Primary. Additional capacity is also expected to be added to Cameley C of E Primary and Clutton Primary schools in the future to accommodate pupils as a result of new housing development and underlying population growth in these villages.

Whitchurch is dealt with separately (see RI.14a).

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 unless additional land can be made available to allow the school to expand.

It is anticipated that there will be sufficient secondary school provision. If additional secondary and sixth form provision is required this is likely to be provided via the expansion of existing schools and facilities.

Cost: dependent on delivery strategy and phasing Approx cost of a 210 place expansion to an existing school £2,500,000	**Potential Funding Sources:** CIL / Other funding sources

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 B&NES Primary and Secondary School Organisation Plan 2013-2017	**Phasing:**		
	2011/12-2015/16	**2016/17-2020/21**	**2021/22-2025/26**
	➢	➢	➢
	Relevant policy areas: Rural areas		**Lead Agencies:** Local Education Authority; Developers/Landowners

RI.11 Redevelopment of Paulton Hospital	Category: Health	Status: Desirable
The former PCT states that they 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:	Lead Agencies:
Rural Areas	B&NES PCT (former) NHS England

<table>
<tr><td colspan="2">RI.12 Step free access to Freshford Station</td><td>Category: Transport</td><td>Status: Desirable</td></tr>
<tr><td colspan="4">Step free access is required for the Westbury bound platform</td></tr>
<tr><td>Cost:</td><td colspan="3">Potential Funding Sources:</td></tr>
<tr><td colspan="4">Risks:</td></tr>
<tr><td colspan="4">Contingencies:</td></tr>
<tr><td colspan="2" rowspan="3">Evidence:
• West of England Joint Transport Executive Committee</td><td colspan="2">Phasing:</td><td></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:

Rural Areas</td><td colspan="2">Lead Agencies:</td></tr>
</table>

RI.13 A4 Saltford Bypass	**Category: Transport**	**Status: Desirable**

The Saltford Parish Plan states that the wish of the majority (70%) of Saltford 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.

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. Saltford 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.

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 Saltford bypass.

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.

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

Risks:

Contingencies:

Evidence:

- JLTP3
- Greater Bristol Strategic Transport Study (Atkins): http://www.westofengland.org/media/190063/gbsts%20final%20report%20exec%20summary.pdf
- Saltford Parish Plan (2010): http://www.saltfordparishcouncil.gov.uk/Core/Saltford-PC/UserFiles/Files/Saltford-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

Phasing:		
2011/12-2015/16	**2016/17-2020/21**	**2021/22-2025/26**
➢	➢	➢

Relevant policy areas:	**Lead Agencies:**
Rural Areas	DfT, Highways England, B&NES Council

RI.14a Educational Infrastructure for Whitchurch Urban Extension: expansion of Whitchurch Primary school	**Category: Education**	**Status: Key**

The Core Strategy allocation of 200 dwellings will require an expansion to Whitchurch Primary school by 105 places. Additional land will be required to increase the size of the school site to allow the school to expand.

Whitchurch is an area of childcare/early years insufficiency as there is very limited capacity. Yields calculated by the SPD formula will also require land for development of provision as there are no alternative sites for development.

Secondary school pupils generated by new housing in this area would be within the Broadlands catchment area and Broadlands school can accommodate extra pupils.

Cost: dependent on delivery strategy and phasing Approx cost of a 105 place expansion c £800,000	**Potential Funding Sources:** Developer contributions / Other funding sources

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)
B&NES Primary and Secondary School Organisation Plan 2013-17

Phasing:		
2011/12-2015/16	**2016/17-2020/21**	**2021/22-2025/26**
➢	➢	➢

Relevant policy areas:	**Lead Agencies:**
Rural areas	Local Education Authority; Developers/Landowners

RI.14b Green infrastructure at Whitchurch Urban Extension (including ecology)	Category: Green Infrastructure	Status: Key

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

Provide for green space (informal, formal and allotments) as part of a comprehensive Green Infrastructure Strategy for the location.

Mitigation of landscape impact by providing additional structure planting and improving hedgerows.

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:**
Rural areas	Developer

RI.14c Transport Infrastructure for Whitchurch Urban Extension	Category: Transport	Status: Key
Ensure public transport accessibility Ensure good pedestrian and cycle access		
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:
Rural areas	Developer

RI.14d Sewage infrastructure requirements at Whitchurch Urban Extension	Category: Water & Drainage	Status: Key

New water mains and sewer connections required, including downstream upsizing works and pumping station upgrade.

The most significant impact upon water and sewerage services will be focussed upon the existing networks of distribution mains and public sewers.

Wessex Water have confirmed that providing the rate of development is controlled over a number of years they will be able to prepare:

- Detailed appraisals as the site is brought forward through the planning process;
- Plan the necessary improvements and establish the thresholds at which capacity is needed;
- Improvement schemes necessary with phasing arrangements where possible.

Wessex Water will seek planning conditions to secure an agreed drainage strategy for each site with any relevant contributions.

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
- Wessex Water Core Strategy representation (May 2013)

Phasing:

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

Relevant policy areas:	**Lead Agencies:**
Rural areas	Developer; Wessex Water

RI.15 Saltford C of E Primary school expansion	Category: Education	Status: Key
70 places being added for underlying population growth and improvements to existing poor condition buildings		
Cost: Approx cost £750,000	**Potential Funding Sources:** Basic Need	
Risks: Expected delivery date: 2014		
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 Primary and Secondary School Organisation Plan 2013-2017	**Phasing:**		
	2011/12-2015/16	**2016/17-2020/21**	**2021/22-2025/26**
	✓		
	Relevant policy areas: Rural areas	**Lead Agencies:** Local Education Authority; Developers/Landowners	

RI.16: Bathampton Primary School	Category: Education	Status: Desirable
Potential future replacement of existing temporary classroom accommodation		
Cost: Not quantified	**Potential Funding Sources:** CIL / Other funding sources	
Risks:		
Contingencies:		
Evidence: Evidence gathering for IDP(Local Education Authority)	**Phasing:**	
	2011/12-2015/16 ➢	**2016/17-2020/21** ➢
	2021/22-2025/26 ➢	
	Relevant policy areas: Rural areas	**Lead Agencies:** Local Education Authority

<table>
<tr><td colspan="2">RI.17: Chew Magna Primary School</td><td>Category: Education</td><td>Status: Desirable</td></tr>
<tr><td colspan="4">Classroom replacement</td></tr>
<tr><td colspan="2">Cost: Not quantified</td><td colspan="2">Potential Funding Sources:

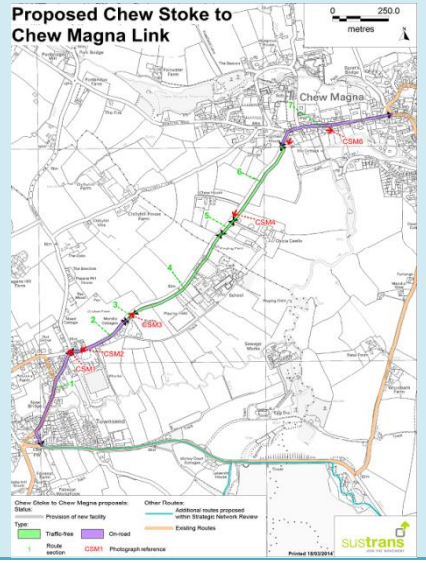
CIL / Other funding sources</td></tr>
<tr><td colspan="4">Risks:</td></tr>
<tr><td colspan="4">Contingencies:</td></tr>
<tr><td colspan="2" rowspan="4">Evidence:
Evidence gathering for IDP(Local Education Authority)</td><td>Phasing:</td><td></td><td></td></tr>
<tr><td>2011/12-2015/16</td><td>2016/17-2020/21</td><td>2021/22-2025/26</td></tr>
<tr><td>➢</td><td>➢</td><td>➢</td></tr>
<tr><td colspan="2">Relevant policy areas:

Rural areas</td><td colspan="2">Lead Agencies:

Local Education Authority</td></tr>
</table>

RI.18a Chew Stoke to Chew Magna cycle link	Category: Transport	Status: Desirable

The main purpose of this route is to serve demand for cycling to Chew Valley School from its nearest catchment villages and as part of a longer school journey from outlying settlements. The journey to school from Chew Magna and Chew Stoke is less than one mile, a very short cycling distance, and while walking this distance is perfectly feasible on road side footways, there is a case for making specific provision for cycling when the journey from more distant settlements is taken into account.



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

Risks:

Contingencies:

Evidence:

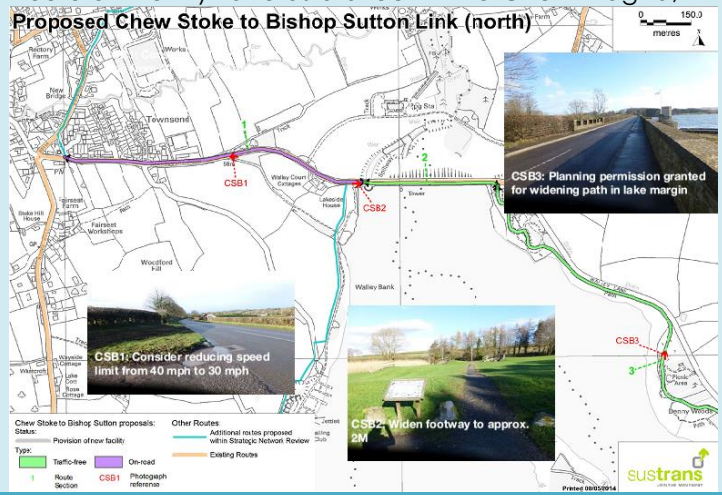
- Sustrans Cycle Review (Nov 2014)

Phasing:		
2011/12-2015/16	2016/17-2020/21	2021/22-2025/26
➢	➢	➢

Relevant policy areas:	Lead Agencies:
Bath	B&NES Council

RI.18b Chew Stoke to Bishop Sutton cycle link	Category: Transport	Status: Desirable

Chew Stoke and Bishop Sutton are only 2.5m apart but are separated by busy and fairly fast roads which are enough to intimidate less confident cyclists. The route is also slightly indirect thanks to the prohibition on entry to Ham Lane from the east.
The aim of the proposed works would be to create a very attractive, partly traffic free route, exploiting the best of the Chew Lake margin, and reducing traffic speeds where opportunities exist. The route also links to the existing National Cycle Network route on Denny Lane as a direct link to Chew Magna, and would form the northern section of a Chew Lake circuit.



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

Risks:

Contingencies:

Evidence:

- Sustrans Cycle Review (Nov 2014)

Phasing:		
2011/12-2015/16	2016/17-2020/21	2021/22-2025/26
➢	➢	➢

Relevant policy areas:	Lead Agencies:
Bath	B&NES Council

RI.18c Chew Valley Lake cycle circuit	Category: Transport	Status: Desirable

Chew Lake is one of the acknowledged scenic highlights of Bath & NE Somerset, a huge expanse of water, artificially held in a low valley, but with all the appearance of a natural lake surrounded by the pastoral splendour of the Chew Valley. The lake is a Ramsar site, protected for its international significance for waterfowl, but is also a popular recreational centre hosting bird-watching, angling, and sailing, as well as passive walking round sections of the margin.

There has been a long standing desire for a cycle and walking route around the entire lake perimeter, and this route seeks to meet this desire. It is accepted that conservation considerations to protect nesting birds from disturbance rule out a route on the lake margin, except where already open to public access, and the route avoids such impacts by following a line which, at the closest is separated from the lake by fields or woods, and takes a meander through the delightful lanes south of the lake to avoid the busy southern road causeway. It also visits the villages of Bishop Sutton and West Harptree with their pubs, and shops, as well as the Bristol Water café on the north shore, offering the possibility for visitors to enjoy a short days cycle taking in the splendid scenery, and benefitting the local economy.

The proposal which has been mapped is closely based on Sustrans study dated May 2007, which also shows a shorter walking route following the southern shore around Herriotts Mill Pool. This is not included on this proposal but should form part of any development of this project. In the public consultations for this strategic network study, the Chew Lake circuit was by far the most popular in terms of nominations by the public, especially at the Chew Magna event.

The full cycling circuit is about 12 miles. This would be a good family cycle ride for visitors to the Lake, and local residents would be within a mile of the route, and, if the other local proposals are implemented, connected to it by good quality links, creating a potentially popular attraction and facility for leisure and exercise. There could, though Sustrans have done no economic study, be potential for commercial activity such as bike hire, or organised guiding, and increased trade at local cafes, pubs and shops.

Parts of the route are on private land. The Chew Lake Circuit would be a major project, requiring the acquisition of new permissions over private land, environmental appraisal, planning permissions and significant funding. However, large parts of the route exist, and there is substantial local support.

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

Evidence:	**Phasing:**		
• Sustrans Cycle Review (Nov 2014)	**2011/12-2015/16**	**2016/17-2020/21**	**2021/22-2025/26**
	➢	➢	➢
	Relevant policy areas:	**Lead Agencies:**	
	Bath	B&NES Council	

RI.19 Redevelopment of Freshford Memorial Hall Complex	**Category: Community Facilities**	**Status: Desirable**
The Freshford and Limpley Stoke Neighbourhood Plan was 'made' by B&NES on 4th November 2015. Community Development Policy 1, part b: "b) to effect the development or redevelopment of the Memorial Hall complex to provide both for existing needs and/or improved local services and facilities as a key and integral part of ensuring the future health and vitality of the community."		
Cost: Not quantified	**Potential Funding Sources:** CIL (as a neighbourhood planning area with a 'made' Plan, the parishes receive 25% of any CIL) / other funding sources	
Risks:		
Contingencies:		

Evidence:	**Phasing:**		
Freshford and Limpley Stoke Neighbourhood Plan (Nov 2015)	**2011/12-2015/16**	**2016/17-2020/21**	**2021/22-2025/26**
	➢	➢	➢
	Relevant policy areas: Rural Areas	**Lead Agencies:** • Freshford Parish Council • Limpley Stoke Parish Council • B&NES • Developers • Landowners	

RI.20 Stowey Sutton Allotments	Category: Green Infrastructure	Status: Desirable
The Stowey Sutton Neighbourhood Plan was 'made' by B&NES on 11th September 2015. Action Policy SSCR02-Allotments: "Where the individual garden size of any development of five or more houses is smaller than the footprint of the actual building, excluding any hard surfaced parking, the Neighbourhood Plan will require specific contributions for the provision of allotments for community use. To be promoted using funding from CIL and grants where available."		
Cost: Not quantified	**Potential Funding Sources:** CIL (as a neighbourhood planning area with a 'made' Plan, the parishes receive 25% of any CIL) / other funding sources	
Risks:		
Contingencies:		
Evidence: Stowey Sutton Neighbourhood Plan: http://www.bathnes.gov.uk/sites/default/files/sitedocuments/Planning-and-Building-Control/Planning-Policy/NPP/sspc_draft_np.pdf	**Phasing:**	

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

Relevant policy areas:	Lead Agencies:
Rural Areas	

Appendix 1: 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

Summary of 2014 engagement with Infrastructure Providers

During 2014 the IDP was updated to support work on the Community Infrastructure levy. Comments were received from the following internal stakeholders:

- Corporate Sustainability, B&NES
- Development & Regeneration, B&NES
- Education, B&NES
- Library Services, B&NES
- Transport, B&NES
- Waste Services, B&NES
- Sports & Active Leisure, B&NES
- Policy and Partnerships, B&NES
- Arts Development, B&NES
- Green Infrastructure, B&NES

As part of the future consultation planned to be held on CIL in 2014, the Council will consult external infrastructure stakeholders on the IDP.

Summary of 2015 engagement with Infrastructure Providers

During 2015 the IDP was updated to support work on the Placemaking Plan. Comments were received from the following internal stakeholders:

- Canal and Rivers Trust
- Environment Agency
- Royal United Hospital Bath NHS Trust
- South Western Ambulance Service NHS Foundation Trust
- Sports England
- Wessex Water
- Woodland Trust
- Wiltshire Council
- Early Years, B&NES
- Economy and Culture, B&NES
- Education, B&NES
- Waste Services, B&NES
- Youth Connect, B&NES

Appendix 2: Deleted Schemes

Ref	Scheme	Reason for Deletion
DWI.13	Greater Bristol Bus Network Improvements	Complete (2013)
DWI.14	Future Strategic Transport Intervention package	Item has been superseded
DWI.15	Two Tunnels Greenway	Complete (2013)
DWI.17	Built Sports Facilities	Item has been superseded
DWI.18	Public Realm & Movement Programme	Replaced by individual projects
DWI.19	District Heating	Replaced by individual District Heating projects
DWI.25	Relocation of Bath Ambulance Station	See BI.22
DWI.30a	West of England Sustainable Travel (WEST): Local Sustainable Transport Fund Large Project Initial Proposals	Complete (2015)
DWI.37	Signal improvements at Bath Spa & Bristol area	Complete (2012)
BI.1	Bath Transport Package	Complete (2015)
BI.3c	Floodplain storage compensation works at Bath Western Riverside	Complete (2014)
BI.3j	Decommissioning of Gas Holder at Bath Western Riverside & replacement of storage capacity	Complete (2014)
BI.3m	Victoria Bridge reopening	Complete (2015)
BI.4	Improvements to Bath Spa Train Station	Complete (2014)
BI.5	Bath Parking Strategy	Superseded by the Bath Transport Strategy
BI.6	Bath Central Library	Will now remain at the Podium
BI.10b	Provision of a significant new public space at Manvers Street	Merged with BI.37
BI.10d	Relocation of Manvers Street Police Station	Complete (2015)
BI.11	West of England Key Commuter Routes: Local Sustainable Transport Fund Key Component Bid	Complete (2014)
BI.14	Weston All Saints Primary School: New buildings	Complete (2013)
BI.15	Rossiter Road Transport Scheme	Complete (2015)
B.18		SHLAA site
B.19		SHLAA site
BI.20	Riverside walkway enhancements associated with Avon Street Car and Coach Park redevelopment	Merged with BI.2
B.24		SHLAA site
B.25		SHLAA site
B.26		SHLAA site
B.29		SHLAA site
B.31		SHLAA site
BI.34	Sixth Form accommodation at St Gregory's Catholic College	Complete (2013)
BI.36b	Bathampton Station & P&R site	Merged with BI.36a
BI.40b-f	Requirements for Weston Urban Extension	Removed June 2014 due to deletion from Core Strategy
BI.41d	Renewable energy infrastructure at Odd Down Urban Extension	Removed due to deletion from Core Strategy
BI.42	Expansion of Bathwick St. Mary C of E Primary School for Central and River Corridor and MoD Warminster Road	Merged with BI.28c
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	Complete (2013)
MNRI.5	Transport network improvements Radstock	Complete (2015)
MNRI.7	Five Arches Greenway Scheme	Complete (2013)

MNRI.8	West of England Key Commuter Routes: Local Sustainable Transport Fund Application	Complete (2014)
MNRI.10	Midsomer Norton Primary School: New buildings	Complete (2013)
MNRI 11 to 26		SHLAA site
MNRI.29	Community Facility at Victoria Hall, Radstock	Complete (2013)
MNRI.30	Coombend Culvert and Stream Improvements	Complete (2015)
KI.1		Superseded by 'Revolving Infrastructure Fund
KI.5		SHLAA site
KI.6b	New ramp at Keynsham Railway Station	Complete (2015)
KI.10a	New Library and one stop shop	Complete (2015)
KI.10b	Re-provision of the Fry Club	Complete (2015)
KI.17		SHLAA site
KI.18	New 6 court sports hall at Wellsway School	Complete (2013)
KI.21a	Educational Infrastructure for South of Keynsham Urban Extension	See KI.20a
RI.1	Paulton Library	Complete (2013)
RI.2	New GP surgery at Chew Stoke	Complete (2013)
RI8 to 9		SHLAA site