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**Bath & North East  
Somerset Council**

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**Improving People's Lives**

**Bath and North East Somerset Council**

**B&NES DRAFT INFRASTRUCTURE DELIVERY PLAN**

**August 2021**

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**Key Abbreviations**

IDP	Infrastructure Delivery Plan
B&NES	Bath and North East Somerset Council
WECA	West of England Combined Authority

WoE  
GI

West of England  
Green Infrastructure

## 1 PART ONE: Scope and Brief of Infrastructure Delivery Plan

### Introduction

- 1.1 This Infrastructure Delivery Plan (IDP) has been prepared by Bath and North East Somerset Council (B&NES Council). Its main purpose is to form an evidence based assessment of the future needs and demands for infrastructure to support new development as identified in the B&NES Core Strategy (Adopted 2014) and Placemaking Plan (adopted July 2017) together with the emerging Local Plan Partial Update (draft August 2021) covering the plan period 2011-2029.
- 1.2 This document has been updated to take into account B&NES Council's decision to declare Climate and Ecological Emergencies and pledge to provide the leadership to enable B&NES to become carbon neutral by 2030. There is a need to enable low carbon living across society through changes to infrastructure plus transport in all forms, policies and plans. Details of the Council's actions are set out in Part 2.
- 1.3 The Bath and North East Somerset Council Core Strategy (Adopted July 2014) Policy CP13 requires new developments to be supported by the timely delivery of the required infrastructure to provide balanced and more self-contained communities. The Core Strategy delivery section states that it will be supported by an Infrastructure Delivery Plan which will set out the infrastructure requirements including estimated costs where available, suggested delivery mechanisms and phasing schedules for infrastructure delivery.
- 1.4 This IDP has been informed through discussion and consultation with relevant service providers operating in the District, alongside a review of existing evidence and publications. It will be used to provide the basis for establishing B&NES Council's Community Infrastructure Levy (CIL) strategic spend priorities.
- 1.5 The structure of the rest of the document is as follows:

PART 2: CLIMATE AND ECOLOGICAL EMERGENCIES contains key principles relating to the Climate and Ecological Emergencies underpinning the IDP.

PART 3: PLANNING POLICY BACKGROUND AND FUNDING STREAMS - Provides a background to the national and local policy context for the IDP and potential funding streams.

PART 4: SITE ALLOCATION INFRASTRUCTURE REQUIREMENTS – Provides the key infrastructure required for sites.

PART5: INFRASTRUCTURE REQUIREMENTS BY CATEGORY - provides a sector by sector summary of the infrastructure required to support development proposed in the Local Plan. Each section provides an overview of the organisation(s) responsible for planning and service delivery; an assessment of existing provision and infrastructure needs; and necessary infrastructure projects.

PART 6: SCHEDULE OF INFRASTRUCTURE REQUIREMENTS AND DETAILS OF REQUIREMENTS provides a list of Infrastructure Projects across the district sub-categorised by Plan area.

PART 7: COMPLETED INFRASTRUCTURE PROJECTS – details infrastructure that has been completed.

## **2 PART TWO: RELATIONSHIP TO B&NES CLIMATE AND ECOLOGICAL EMERGENCIES AND CORPORATE STRATEGY**

### **Background**

- 2.1 Following the adoption of the Core Strategy in 2015, B&NES Council (the Council) declared a Climate Emergency, in March 2019, and among other points pledged to provide the leadership to enable B&NES to become carbon neutral by 2030.
- 2.2 Subsequent to this Climate Emergency Declaration, the Council has prepared a Corporate Strategy (2020-2024) with two core policies 'Addressing the Climate and Nature Emergency'; and 'Giving People a Bigger Say'. Recognition is given in this document to the Nature Emergency and the need to protect and increase biodiversity.
- 2.3 The Climate Change Act 2008 sets out a framework for the UK to achieve its long-term goals of reducing greenhouse gas emissions and to ensure steps are taken towards adapting to the impact of climate change. Among other points it includes setting emission reduction targets in statute, and an adaptation programme - assessing the risks of the impact of climate change for the UK - on matters for which it is responsible.
- 2.4 In June 2019, the UK government amended the Climate Change Act 2008 to set a new target of achieving net zero greenhouse gas emissions by 2050 compared to 1990 levels. This is 20 years later than the Council's pledge to provide the leadership to enable B&NES to become carbon neutral by 2030.
- 2.5 Section 182 of the Planning Act 2008 amending Section 19 of the 2004 Planning and Compulsory Purchase Act states: 'Development plan documents must (taken as a whole) include policies designed to secure that the development and use of land in the local planning authority's area contribute to the mitigation of, and adaptation to, climate change.'
- 2.6 The Planning and Energy Act 2008 sets out powers for local authorities to require a proportion of the energy need related to new development to be sourced in the locality of the development, through renewable or low-carbon generation.
- 2.7 In October 2017 the Government published a "Clean Growth Strategy Leading the way to a low carbon future", setting out the UK's plan for emissions reduction, and providing a foundation for the action needed to meet a net-zero carbon target. This had a number of priorities for reducing emissions from the power sector, homes, industry and transport.
- 2.8 The Environment Bill 2020 <sup>1</sup> sets out how the Government plans to protect and improve the environment in the UK. It addresses water management, air quality,

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<sup>1</sup> <https://www.gov.uk/government/publications/environment-bill-2020/30-january-2020-environment-bill-2020-policy-statement>

and the natural environment and chemical regulations. Requirements include mandatory Biodiversity Net Gain of 10% for new development, and the production and delivery of Local Nature Recovery Strategies.

## **National Context**

2.9 The Government published its National Infrastructure Strategy in November 2020. It is based around three central objectives: economic recovery; levelling up and strengthening the Union; and meeting the UK's net zero emissions target by 2050. It is based on advice from the National Infrastructure Commission (NIC) and its 2018 National Infrastructure Assessment.

## **Transport**

2.10 The Government is preparing a Transport Decarbonisation Plan (TDP). A consultation document 'Decarbonising transport: setting the challenge'<sup>2</sup> was published in March 2020.

2.11 Six strategic priorities for the Transport Decarbonisation Plan, to deliver a vision of a net zero transport system are outlined.

- Accelerating modal shift to public and active transport
- Decarbonisation of road vehicles
- Decarbonising how goods are delivered
- Place-based solutions
- UK as a hub for green transport technology and innovation
- Reducing carbon in a global economy

2.12 The objectives include among other points:

- Help make public transport and active travel the natural first choice for daily activities
- Support fewer car trips through a coherent, convenient and cost-effective public network; and explore how we might use cars differently in future
- Encourage cycling and walking for short journeys
- Explore how to best support the behaviour change required
- Support the transition to zero emission road vehicles
- Maximise benefits through investment in innovative technology development, and the development of sustainable supply chains
- Address emissions at a local level through local management of transport solutions
- Target support for local areas, considering regional diversity and different solutions
- Transform 'last-mile' deliveries – developing an integrated, clean and sustainable delivery system

2.13 In relation to bringing forward the end to the sale of new petrol, diesel and hybrid

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<sup>2</sup> [Decarbonising transport: setting the challenge](#)

cars, the Government announced a two-phased approach.

- Step 1 will see the phase out date for the sale of new petrol and diesel cars and vans brought forward to 2030.
- Step 2 will see all new cars and vans be fully zero emission at the tailpipe from 2035.

### **Energy Efficiency in Homes**

2.14 In 2019 the Government committed to a Future Homes Standard to ensure that all new homes are ultra-efficient and use low carbon heating from 2025. A Government consultation took place on the Future Homes Standard ending February 2020. The consultation comprised proposed changes to the Building Regulations for new dwellings - Part L (conservation of fuel and power) and Part F (ventilation).

### **Natural Environment**

2.15 In 2018 the Government published a 25 Year Environment Plan to Improve the Environment<sup>3</sup>, the ambitions of which are now translated into the Environment Bill 2020. The Plan includes the following objectives in relation to infrastructure and addressing the climate and nature emergency:

- Creating more green infrastructure
- Developing a Nature Recovery Network
- Helping primary schools create nature-friendly grounds
- Planting more trees in and around our towns and cities
- Improving soil health
- Minimising waste.
- Improving management of residual waste
- Reducing the impact of wastewater
- Promoting health and wellbeing through the natural environment
- Clean air
- Mitigating and adapting to climate change.
- Managing exposure to chemicals.
- Enhancing biosecurity.

### **Flood Risk Adaptation**

2.16 The Environment Agency has prepared a number of Climate Change Act Adaptation reports<sup>4</sup> including "Climate change impacts and adaptation"<sup>5</sup> This report outlines what has happened and what is expected to happen to the UK climate. It describes some of the impacts of these changes for England. It outlines the main adaptation actions that are being taken, or that are being planned, to prepare for the impacts of climate change.

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<sup>3</sup> <https://www.gov.uk/government/publications/25-year-environment-plan>

<sup>4</sup> <https://www.gov.uk/government/collections/environment-agency-and-climate-change-adaptation>

<sup>5</sup> [https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/758983/Climate\\_change\\_impacts\\_and\\_adaptation.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/758983/Climate_change_impacts_and_adaptation.pdf)



## Health

- 2.17 There is a direct link between healthy communities and sustainable development resilient to climate change. For example, the design of new development and neighbourhoods can influence physical activity levels, travel patterns, social connectivity, mental and physical health and wellbeing outcomes.
- 2.18 The NHS has published a number of documents including "Putting Health into Place" as part of the Healthy New Towns programme<sup>6</sup>. This sets out guidelines for how local communities should plan and design a healthy built environment. It includes the following objectives:
- Create Compact Neighbourhoods
  - Maximise Active Travel
  - Inspire and Enable Healthy Eating
  - Foster Health in Homes and Buildings
  - Enable Healthy Play and Leisure
- 2.19 An NHS campaign 'For a greener NHS' recognises that the causes of climate change and air pollution are often the same. Air pollution is linked to conditions such as heart disease, strokes, lung cancer, and asthma. Extreme weather events such as flooding and heat waves can have direct effects on physical and mental health.
- 2.20 The NHS also recognises the health and care system in England is responsible for an estimated 4-5% of the country's carbon footprint. The NHS has committed to reaching Net Zero carbon emissions as soon as possible and has set up a commission to examine feasibility and measures. A call for evidence took place in early 2020.

## Local Context

- 2.21 In March 2019 B&NES Council declared a Climate Emergency and pledged to provide the leadership to enable the Council area to become carbon neutral by 2030. It states that there is a need to enable low carbon living across society through changes to laws, taxation, infrastructure plus transport in all forms, policies and plans. This declaration was in response to the science from the Intergovernmental Panel on Climate Change and demands from the community.
- 2.22 The Council is preparing a Climate Emergency Action Plan. In July 2019, the Council engaged consultants to provide high-level evidence to inform the Action Plan. The Centre for Sustainable Energy (CSE) delivered Section 4, Anthesis carried out the other Sections. The sections cover the following:
- The district-wide carbon footprint and profile from activities within the district;
  - Future emissions pathways to 2030 and 2050 taking into account the Council's 2030 target, the Intergovernmental Panel on Climate Change (IPCC) science

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<sup>6</sup> <https://www.england.nhs.uk/ourwork/innovation/healthy-new-towns/>

based targets and what can be achieved based on known technology and present-day evidence;

- District-wide 'consumption' emissions arising through the lifecycle of products and services purchased in the district;
- Household carbon footprints;
- Emissions from large institutions;
- The Council's emissions from energy use and the goods and services we procure.

2.23 The results discuss the many actions that could be taken in the district, and an indication of the carbon savings that could result.

2.24 Three carbon reduction priorities emerged – the key commitments are:

*"Improvements in buildings' energy efficiency and zero carbon new build";*

For example:

- retrofitting the majority of homes (all tenures) with a range of energy saving measures,
- switching 40% of homes to modern electric heating from gas by 2030,
- switching 76% of gas cookers to electric,
- new homes and development needing to be being zero carbon or net positive carbon from now

*"A major shift to mass transport, walking and cycling to reduce emissions;"*

For example:

- a 25% cut in car and van mileage per person per year by 2030,
- coupled with a 76% switch to electric cars, 14% to petrol/EV hybrid, leaving 10% petrol/diesel on the road by 2030,
- and, full electrification of passenger rail by 2030

*"Large-scale and rapid increase in local renewable energy generation"*

For example:

- 50% of existing homes having a solar PV roof by 2030 (currently only 3.1% do),
- 116 football pitches worth of solar PV on commercial roof space and ground mounted sites
- around 28 large (2.5 MW) wind turbines

2.25 Further research is needed on the complex range of land use issues, including biodiversity, soil health, food production and carbon sequestration issues. The second phase of research and development includes drawing up actions against the three priority areas, to identify key next steps that need to be taken. Refer to Council report (October 2019)<sup>7</sup>

2.26 An Action Plan has been prepared which sets out priority areas for action. Refer to this [link](#) for website page and Action Plan document<sup>8</sup>

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<sup>7</sup> <https://democracy.bathnes.gov.uk/ielListDocuments.aspx?CId=272&MId=5198>

<sup>8</sup> [https://www.bathnes.gov.uk/sites/default/files/siteimages/climate\\_and\\_nature\\_emergency\\_action\\_plan.pdf](https://www.bathnes.gov.uk/sites/default/files/siteimages/climate_and_nature_emergency_action_plan.pdf)

- 2.27 In February 2020 the Council adopted a new four-year Corporate Strategy with two core policies - *"tackling the climate and nature emergency"* and *"giving people a bigger say"*.
- 2.28 The Council's Corporate Strategy provides a framework for actions the Council will deliver between 2020 and 2024. It includes a delivery plan which summarises what services have committed to deliver to contribute to the delivery of the Strategy's priorities. Relevant points are as follows:

Prepare for the Future

- Local renewable energy
- High-skill economy
- New technologies
- Green local economy
- Walking, micro mobility (cycling), car sharing, buses and rail

Delivery for Local Residents

- Carbon neutral development and energy efficiency retrofitting
- Natural environment carbon stores and biodiversity (e.g. planting more trees)
- Carbon neutral, social and affordable housing
- Energy efficient homes
- Significant improvement of the transport infrastructure
- Low traffic neighbourhoods

- 2.29 The Corporate Strategy Delivery Plan published February 2020 includes the following delivery requirements.

*"Review the Infrastructure Delivery Plan and CIL Spend programme"*

*"Ensure policy, planning decisions and s.106/CIL spend help to improve sustainable transport infrastructure"*

- 2.30 In June 2021 the Council agreed a One Shared Vision for a Fair, Green, Creative and Connected City Region. Relevant recommendations to this IDP include *"Adopt net Zero Carbon as a central organising principle for all of the Board's work"*; *"Continue to build digital skills and grow local green jobs by creating greater capacity for people to work and learn closer to home through 15 Minute Neighbourhoods with Local Connectivity Hubs."*

- 2.31 The B&NES Green Infrastructure Strategy (2013) is being revised to provide the delivery framework to address the ecological emergency and deliver the Joint West of England Green Infrastructure Strategy in B&NES.

### **Green Infrastructure**

- 2.32 The West of England Joint Green Infrastructure Strategy (JGIS) 2020-30 recognises that the rich and diverse natural environment of the West of England is integral to the sub-region's health and prosperity. Well planned and managed, functioning green infrastructure is crucial for people, places and nature and is a key component in addressing environmental impacts including climate change and

biodiversity loss.

- 2.33 The JGIS sets out the role and current extent of the existing GI network and identifies both issues and opportunities for enhancement. It provides a shared evidence base for the Local Plan development, and other joint and local plans and strategies.
- 2.34 A review of the B&NES Green Infrastructure (GI) Strategy (2013) is underway to provide a delivery framework for addressing these issues and the ecological emergency. The purpose of this B&NES GI Strategy Delivery Framework is to set out how the Council will action work over the next 10 years to deliver effective green infrastructure. This will provide evidence for the revised Local Plan to support policy.
- 2.35 The GI Strategy Delivery Framework aims to ensure that the natural environment works for the community, maximising the benefits it can and should be providing for people, place and nature, whilst protecting its intrinsic values.
- 2.36 The successful delivery of the GI Strategy Delivery Framework Vision will be dependent on co-ordinated, targeted activity and strong working relationships with many partners including the local community. It requires cross boundary working, and multi-agency cooperation. Delivery can be achieved in a wide variety of ways and by different bodies taking the lead.
- 2.37 The B&NES GI Strategy Delivery Framework sets out a suite of GI related 'action plans' either in place or to be produced. Some GI action plans specifically relate to Council owned property for example action plans for parks and allotments, and the Pollinator Action Plan. Others are being developed and delivered in partnership with others. In some cases, the Council directly leads these partnerships for example Bathscape, and in other cases the Council is an active partner. Some action plans are strategic in nature for example the B&NES wide Green Space Strategy, Tree and Woodland Plan, and others relate to geographical projects, for example Bathscape, Waterspace and the Somer Valley.

## **Transport**

- 2.38 The West of England Joint Local Transport Plan (JLTP4) aims to ensure that transport is carbon neutral by 2030. Transport is responsible for 29% of carbon dioxide (CO<sub>2</sub>) emissions in the West of England, compared to 26% nationally. It aims to achieve a well-connected sustainable transport network across the region; a network that offers greater, realistic travel choices and makes walking, cycling and public transport the preferred options for travel.
- 2.39 A West of England Local Cycling and Walking Infrastructure Plan (LCWIP) was adopted in June 2020. It identifies walking and cycling routes which have been prioritised for future investment. The Government's Department for Transport has

said that local authorities with Local Cycling and Walking Infrastructure Plans will be better placed to secure future funding.

- 2.40 A West of England Bus Strategy was also adopted in June 2020. This proposes a vision to double bus passenger numbers by 2036 and measures include improving the bus network and passenger facilities.
- 2.41 B&NES Council's Climate Action Plan and the Joint Local Transport Plan prioritise distance reduction and modal shifts bike/walking/mass transport as key to addressing the climate emergency, reducing congestion and improving health.
- 2.42 Other measures include:
- Providing infrastructure to support low emission vehicles and sustainable modes of travel, such as bike parking and facilities, and electric charging points;
  - The Bath Clean Air Zone improving air quality as well as tackling the climate emergency
  - Conducting research and investing in transport schemes such as low traffic neighbourhoods and making improvements to walking and cycling.
- 2.43 Details of transport initiatives including Future Mobility Zones are set out in the transport infrastructure requirements section in particular Smarter Choices and Air Quality section.

## **Energy**

- 2.44 The West of England Joint Committee agreed to prepare a 'West of England Energy Strategy'. WECA hosts the South West Energy Hub – a project funded by the Department for Business, Energy & Industrial Strategy to increase the number and quality of local energy projects in the South West.
- 2.45 B&NES has an Energy at Home Advice Service which provides free, expert advice on all things energy related for B&NES residents.
- 2.46 B&NES Council has a working relationship with Bath & West Community Energy and Keynsham Community Energy. Community energy will have a key role to play in helping to deliver the target of carbon neutrality through engagement with local neighbourhoods and enabling projects, with all the benefits that community ownership brings.
- 2.47 B&NES Council will encourage the development of heat networks. If a heat network exists in close proximity to a scheme it will be expected to connect to it, and this will count towards the development's carbon reduction requirements. Evidence will be required to demonstrate why connection to existing network is not possible.
- 2.48 The Royal United Hospital Trust has taken steps to reduce its carbon footprint. It

now supplies much of its own heating through a Combined Heat and Power plant, implemented in 2014. 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.

## Drainage

- 2.49 [The Strategic Flood Risk Assessment Level 1](#)<sup>9</sup> (Nov 2018) takes account of flood risk and water supply considerations to ensure that the impacts of climate change are fully considered and mitigated.
- 2.50 [The Surface Water Management Plan](#)<sup>10</sup> (July 2015) is a study to understand the flood risk that arises from local flooding, which is defined by the Flood and Water Management Act as flooding from surface runoff, groundwater, and Ordinary Watercourses. The study takes into the account the effects of climate change.
- 2.51 [The Local Flood Risk Management Strategy](#) (Nov 2015) outlines how local flood risk will be managed up to 2025. This strategy will ensure that:
- local flood risk is managed through a co-ordinated approach, and;
  - communities, businesses and individuals are more aware of the risks of flooding, understand who is responsible for dealing with flooding, and are clear about the actions they can take to manage the risk of flooding.
- Again the impact of climate change is considered and mitigated.
- 2.52 Sustainable Drainage Systems (SuDS) are designed to control surface water run off close to where it falls and mimic natural drainage as closely as possible. They provide opportunities to reduce the causes and impacts of flooding and combine water management with green space with benefits for amenity, recreation and wildlife which also assists in mitigating the effects of climate change.
- 2.53 B&NES planning policy CP5 states that all development will be expected to incorporate sustainable drainage systems to reduce surface water run-off and minimise its contribution to flood risks elsewhere. The [West of England Sustainable Drainage Developer Guide Section 1](#)<sup>11</sup> (March 2015) sets out the requirements for the design and approval of Sustainable Drainage Systems – see web page<sup>12</sup>.

## Water efficiency – residential development:

- 2.54 Proposals for new residential developments are to meet the higher water efficiency standards of water consumption target of 110 litres per person per day. Rainwater harvesting or other methods of capturing rainwater for use by the

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<sup>9</sup> [https://www.bathnes.gov.uk/sites/default/files/sitedocuments/Planning-and-Building-Control/Planning-Policy/Evidence-Base/Flood-Risk/banes\\_level\\_1\\_sfra\\_final\\_report\\_nov\\_2018.pdf](https://www.bathnes.gov.uk/sites/default/files/sitedocuments/Planning-and-Building-Control/Planning-Policy/Evidence-Base/Flood-Risk/banes_level_1_sfra_final_report_nov_2018.pdf)

<sup>10</sup>

[https://www.bathnes.gov.uk/sites/default/files/siteimages/banes\\_surface\\_water\\_management\\_plan\\_150827\\_-\\_main.pdf](https://www.bathnes.gov.uk/sites/default/files/siteimages/banes_surface_water_management_plan_150827_-_main.pdf)

<sup>11</sup> [https://www.bathnes.gov.uk/sites/default/files/sitedocuments/Planning-and-Building-Control/Planning-Policy/LDFGeneral/bd6457\\_woe\\_developer\\_guide\\_complete\\_72dpi.pdf](https://www.bathnes.gov.uk/sites/default/files/sitedocuments/Planning-and-Building-Control/Planning-Policy/LDFGeneral/bd6457_woe_developer_guide_complete_72dpi.pdf)

<sup>12</sup> <https://www.bathnes.gov.uk/services/environment/lead-local-flood-authority/planning-and-development>

residents (e.g. water butts) must also be included.

### **Community Facilities**

- 2.55 It is important to site infrastructure and community facilities such as schools and health facilities in locations which can be easily accessed by walking/ cycling or public transport to reduce the need to travel by private motor car.
- 2.56 By ensuring new development is supported by accessible existing or planned capacity in early years childcare provision, primary schools and secondary schools / school places, this will reduce the need to travel.
- 2.57 The B&NES School Organisation Plan indicates the existing capacity and additional capacity required to meet demand arising from new developments (Refer to School Infrastructure sections in Part 4)
- 2.58 In the case of Special Educational Needs and Disabilities (SEND) schools, currently due to the lack of provision there is a need to access out of Local Authority placements at independent schools for SEND pupils. By providing SEND education facilities/ school places in more accessible locations this will thereby reduce the need to travel to access education and thus reduce carbon emissions, and pupils being educated locally will also have social benefits.

### **Analysis**

- 2.59 In relation to infrastructure needed to support growth in the district, the following points are relevant:
- All Council decisions include an assessment to ensure that every new proposal is aligned with the Council's Climate Emergency commitments
  - The Council's three carbon reduction priorities – improving buildings' energy efficiency and zero carbon new build, a major shift to mass transport, walking and cycling and large-scale and rapid increase in local renewable energy generation requires strong leadership to enable major system change, including action across the public, private and community sectors in B&NES, working together.
  - It is important to ensure that sustainability, energy efficiency, and resilience to the adverse effects of climate change underpin the design and construction of all projects to ensure benefits for place, people and nature. The Council's "Sustainable Construction and Retrofitting" and "Sustainable Construction Checklist" Supplementary Planning Documents<sup>13</sup> address sustainable design issues.
  - There is a need to understand and recognise the value of our green infrastructure in all decision making. Management of the natural environment and using natural solutions where appropriate to address issues is critical to

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<sup>13</sup> <https://beta.bathnes.gov.uk/index-supplementary-planning-documents-spds>

addressing the climate and nature emergency. The need to work in partnership at an appropriate scale e.g. sub-regional level is key.



### 3 PART THREE: PLANNING POLICY BACKGROUND AND FUNDING STREAMS

#### National Policy Context

3.1 The National Planning Policy Framework (as revised 2021)<sup>14</sup> (NPPF) outlines the requirement for planning authorities to plan for the infrastructure requirements in their area and advises on best practice for doing so.

3.2 Paragraph 16 of the NPPF states that:

*“Plans should: be shaped by early, proportionate and effective engagement between plan-makers and communities, local organisations, businesses, infrastructure providers and operators and statutory consultees; “*

3.3 Paragraph 20 states:

*“Strategic policies should set out an overall strategy for the pattern, scale and design quality of places, and make sufficient provision for: ...*

*b) infrastructure for transport, telecommunications, security, waste management, water supply, wastewater, flood risk and coastal change management, and the provision of minerals and energy (including heat);*

*c) community facilities (such as health, education and cultural infrastructure); and*

*d) conservation and enhancement of the natural, built and historic environment, including landscapes and green infrastructure, and planning measures to address climate change mitigation and adaptation “*

3.4 Paragraph 5 states: *“The Framework does not contain specific policies for nationally significant infrastructure projects”*. There are no nationally significant infrastructure projects in the B&NES area.

#### Local Policy Context

##### Development Plan

3.5 The **Bath and North East Somerset Local Plan 2011-2029**<sup>15</sup> comprises two separate Development Plan Documents:- the Core Strategy (adopted July 2014) and the Placemaking Plan (adopted July 2017). **The Bath and North East Somerset Council Core Strategy** (adopted July 2014) establishes a strategic planning framework to

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<sup>14</sup> <https://www.gov.uk/government/publications/national-planning-policy-framework-2>

<sup>15</sup> <https://beta.bathnes.gov.uk/policy-and-documents-library/core-strategy-and-placemaking-plan>

guide change and development in the District. The **Placemaking Plan** (adopted July 2017) complements the strategic framework in the Core Strategy by setting out detailed development and design principles for allocated sites, as well as a range of policies for managing development across Bath and North East Somerset.

- 3.6 The **Joint Waste Core Strategy** (adopted March 2011) is a development plan document prepared by the four West of England unitary authorities (Bath and North East Somerset, Bristol City, North Somerset and South Gloucestershire). It sets out a spatial strategy for dealing with waste including the allocation of sites.
- 3.7 There are also a number of approved neighbourhood plans which form part of the statutory development plan (see below). In addition, there are a number of neighbourhood plans in preparation.
- 3.8 The following are made Neighbourhood Plans:
- Chew Valley Neighbourhood Plan,
  - Claverton Neighbourhood Plan
  - Clutton Neighbourhood Plan
  - Englishcombe Neighbourhood Plan
  - Freshford & Limpley Stoke Neighbourhood Plan
  - Publow with Pensford Neighbourhood Plan
  - Stanton Drew Neighbourhood Plan
  - Stowey Sutton Neighbourhood Plan
  - Westfield Neighbourhood Plan
  - Whitchurch Village Neighbourhood Plan

### **Proposed Local Plan Partial Update**

- 3.9 The Council is required to review the Local Plan every five years in order to determine whether it remains fit for purpose or whether all or part of it needs to be revised and updated. A new Local Plan for B&NES was being prepared alongside a West of England Joint Spatial Plan (JSP) together with neighbouring West of England councils - Bristol City, South Gloucestershire and North Somerset Councils. However, following the JSP examination hearings in summer 2019 the JSP was withdrawn in January 2020. Preparation of the new Local Plan for B&NES was therefore paused. WECA are now preparing a Spatial Development Strategy (SDS) and the Council will prepare a new Local Plan within the context of and to deliver the SDS. The programme for preparing both the WECA SDS and the new Local Plan is set out in the Council's Local Development Scheme.
- 3.10 In the interim a partial update of the current Local Plan which runs to 2029 is being prepared for B&NES. The partial update is not a new Local Plan and will not roll forward or change the plan period of the adopted Core Strategy and Placemaking Plan. The document covers the Council's priorities for changes to planning policies to respond to the Climate and Nature Emergency Declaration and a select number of other issues, primarily:
- replenishing housing land supply primarily through site allocations
  - maximising the sustainability of the construction of new development

- a revised approach to new Purpose Built Student Accommodation (PBSA)
- updating the policy on Houses in Multiple Occupation (HMO)
- facilitating the need for new renewable energy generation
- provision of walking and cycling including safe walking routes
- a review of the car parking standards including provision of electric vehicle charging points

3.11 A number of Supplementary Planning Documents (SPDs) also need updating or to be prepared in light of the Climate and Nature Emergency and other issues. Currently work is programmed for seven SPDs. These are listed below.

- Transport and Development SPD.
- Houses in Multiple Occupation SPD Review
- Planning Obligations SPD limited review
- Sustainable Construction and Retrofitting SPD review (title to change to 'Energy Efficiency Retrofitting and Sustainable Construction SPD')
- Locally Listed Heritage Assets SPD.
- Biodiversity Net Gain SPD

### **Transport Policy**

3.12 The West of England Combined Authority, working with Bath & North East Somerset, Bristol, North Somerset and South Gloucestershire Councils has prepared a Joint Local Transport Plan (JLTP4)<sup>16</sup>. It sets out the approach to the way transport will develop up to 2036 in the West of England. The plan will support delivery of transport schemes set out in local transport strategies across the region, and those covering cycling, walking, public transport, parking and the main road network.

3.13 In addition to the JLTP4, the West of England has also adopted a Bus Strategy<sup>17</sup> and the Local Cycling and Walking Infrastructure Plan<sup>18</sup> in June 2020

## **Infrastructure Delivery and Funding**

### **National Context**

3.14 The National Infrastructure Commission (the Commission) was set up in 2015 to provide the government with impartial, expert advice on the UK's long-term infrastructure priorities. It prepared a National Infrastructure Assessment (July 2018)<sup>19</sup>. The NIC concluded that to meet the infrastructure needs of the 21st century, we must harness the potential of data and digital connectivity, build a low-cost, low-carbon energy system, and revolutionise our road networks to increase the use of electric and autonomous vehicles.

3.15 The NIA makes recommendations on renewable energy, energy efficiency,

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<sup>16</sup> <https://travelwest.info/projects/joint-local-transport-plan>

<sup>17</sup> <https://s3-eu-west-1.amazonaws.com/travelwest/wp-content/uploads/2020/06/West-of-England-Bus-Strategy.pdf>

<sup>18</sup> <https://s3-eu-west-1.amazonaws.com/travelwest/wp-content/uploads/2020/07/LCWIP.pdf>

<sup>19</sup> [National Infrastructure Assessment \(July 2018\)](#)

digital connectivity, electric cars, low carbon heat technology, waste recycling and flood resilience. The Government responded to this assessment by publishing a National Infrastructure Strategy<sup>20</sup> in November 2020. The National Infrastructure Strategy sets out the government's plans to transform the UK's infrastructure networks. It is based around three central objectives: economic recovery; levelling up and strengthening the Union; and meeting the UK's net zero emissions target by 2050.

### **Local Context**

- 3.16 Bath and North East Somerset Council is involved in the delivery of education infrastructure, public open space, transport, elements of green infrastructure and strategic waste & recycling facilities for household residents
- 3.17 The West of England Government Devolution order confirmed the West of England Combined Authority (WECA) as the Local Transport Authority for its area with a number of powers relating to the provision of local bus services. It is important to note that, whilst WECA takes on the role of Transport Authority for the WECA area, Constituent Authorities remain the highway authority. Thus, a fully collaborative approach is required between constituent councils and WECA.

### **Funding Streams**

- 3.18 Financing the construction, operation and maintenance of infrastructure will depend on a series of funding sources including grants, loans, taxations, levies and rates.

### **Developer Contributions**

- 3.19 Developer contributions will form an important component of the overall funding package and the Council will seek to utilise Section 106 Planning Obligations (S.106) and the Community Infrastructure Levy (CIL) collected, as appropriate, to ensure that development is acceptable in planning terms (S.106 funding) and that infrastructure is provided to support the development of the area (CIL funding) An annual **Infrastructure Funding Statement**<sup>21</sup> sets out the amounts of CIL and S.106 funding received, allocated to projects and spent.

### **Community Infrastructure Levy**

- 3.20 The Community Infrastructure Levy (CIL) is a charge on new development to help deliver infrastructure to support the development of the district area. The charge is an amount that must be paid £ per square metre on qualifying development. The **B&NES CIL Charging Schedule**<sup>22</sup> was approved on 17th February 2015 and took effect on 6th April 2015. The CIL charges set out in the Charging Schedule are subject to indexation. Refer to the Infrastructure Funding Statement for

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<sup>20</sup> <https://www.gov.uk/government/publications/national-infrastructure-strategy>

<sup>21</sup> <https://beta.bathnes.gov.uk/policy-and-documents-library/annual-cil-spending-reports>

<sup>22</sup> [http://www.bathnes.gov.uk/sites/default/files/sitedocuments/Planning-and-Building-Control/Apply-for-Planning-Permission/bnes\\_charging\\_schedule\\_25\\_feb\\_2015.pdf](http://www.bathnes.gov.uk/sites/default/files/sitedocuments/Planning-and-Building-Control/Apply-for-Planning-Permission/bnes_charging_schedule_25_feb_2015.pdf)

details of indexation.

- 3.21 CIL must be spent on the provision, improvement, replacement, operation or maintenance of infrastructure needed to support the development of the area.

The **B&NES Infrastructure list**<sup>23</sup> sets out the infrastructure types that the Council can allocate CIL receipts to fund projects partly or wholly. The infrastructure types are as follows:

- **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** as set out in the Green Infrastructure Strategy (excluding development specific mitigation works on, or directly related to, a development site)
- **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); and Alternative Education Provision;
- **Social Infrastructure**, including social and community facilities, sports, recreational, play infrastructure and youth provision, and cultural facilities (excluding development specific mitigation works on, or directly related to, a development site);
- **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).

- 3.22 A proportion of the CIL collected will be allocated to Town and Parish Councils. The allocation is 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 (uncapped) will be passed directly to local communities (Parish Councils or Town Councils). In the case of Bath, as Bath is a City that does not have a Parish or Town Council, it was agreed by Bath and North East Somerset Council that the Bath City Forum will act as the body where projects are submitted and assessed on behalf of the Community. The Council's Cabinet will have the ultimate decision on the local spend in Bath. ..
- **Administration Costs:** Up to 5% of CIL receipts will be used within the Planning Services to cover costs associated with monitoring, managing and collecting
- **Strategic Funds:** The remaining CIL receipts will be allocated by B&NES Council.

- 3.23 The strategic CIL funds will be targeted to address infrastructure priorities identified in this IDP. The decision on how to spend the CIL income (on the above

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<sup>23</sup> [http://www.bathnes.gov.uk/sites/default/files/sitedocuments/Planning-and-Building-Control/Apply-for-Planning-Permission/bnes\\_reg\\_123.pdf](http://www.bathnes.gov.uk/sites/default/files/sitedocuments/Planning-and-Building-Control/Apply-for-Planning-Permission/bnes_reg_123.pdf)

items) will be made as part of an annual process that aligns with the Council's annual revenue budget and capital programme setting.

- 3.24 The local CIL funds can be spent on a wider range of projects. The Regulations state that this local proportion of funds must be used

*"to support the development of the local area by funding  
(a) the provision, improvement, replacement, operation or maintenance of infrastructure; or  
(b) anything else that is concerned with addressing the demands that development places on an area."*

- 3.25 For other infrastructure necessary to make development acceptable, the Council will continue to seek provision through use of planning conditions and planning obligations i.e. Section.106 Agreements, on a site by site basis.

### **Planning Obligations**

- 3.26 The **Planning Obligations Supplementary Planning Document**<sup>24</sup> came into force at the same time as the CIL Charging Schedule, on 6<sup>th</sup> April 2015. This document provides guidance to developers on the type and level of contribution that developments of different sizes and types will be expected to deliver and guidance on Section 106 (S106) agreements. Amendments relating to green infrastructure were adopted in 2019.

- 3.27 Prior to 6<sup>th</sup> April 2015, planning obligations (S106) were agreed for funding for off site infrastructure such as school places and strategic transport. Following the introduction of the CIL Charging Schedule on 6<sup>th</sup> April 2015, planning obligations are confined to primarily Affordable Housing and site related requirements which are not contained within the Infrastructure list such as green infrastructure to make development acceptable in planning terms.

### **Local Grant Funding**

- 3.28 The West of England Combined Authority (WECA) Devolution Deal secured £900m of funding for the region, over 30 years, split equally between capital and revenue. WECA are targeting investments which generate a financial return or lever in a significant proportion of the project funding from other sources to maximise the impact and benefits derived from the fund.

- 3.29 Projects within Bath and North East Somerset area have secured grant funding from the following funds:

- Local Growth Fund (LGF)
- Economic Development Fund (EDF)
- Revolving Infrastructure Fund (RIF)

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<sup>24</sup> <http://www.bathnes.gov.uk/services/planning-and-building-control/planning-policy/supplementary-planning-documents-spds/plannin>

- Cycle Ambition Fund (CAF)
- West of England Combined Authority funding (WECA) Investment Fund

### Local Growth Fund

3.30 Through three competitive Growth Deal funding rounds, the West of England Local Enterprise Partnership (LEP) secured a total of £202.1m from the Government's Local Growth Fund that is for investment in the West of England from 2015-2021. The expectation is that the projects would be substantially complete by March 2021. Current projects receiving LGF funding reported at the WECA Joint Committee as at June 2021 relating to B&NES are in the following table. The projects include funding from other sources eg the EDF Economic Development Fund:

	Local Growth Fund Project <sup>25</sup>	Status	LGF funding £'000
3.31	Keynsham Town Centre Improvements (refer below for further funding) See <a href="#">Link here</a>	Delivery	1,248
	Bath Quays Bridge	Delivery	2,302
	Bath Quays South Phase 1a Enabling Infrastructure	Delivery	10,825
	Bath Quays North Initial Development Works	Delivery	6,120

3.32 A feasibility study is an analysis that takes all of a project's relevant factors into account to ascertain the likelihood of completing the project successfully. Business cases set out the strategic context, make a case for change and identify the preferred option for delivery from a shortlist of options considered based upon how well it meets scheme objectives. The business case for the project includes details of design, consents and land to enable the delivery of the scheme programming and costing.

3.33 The Table below contains some links to the relevant business case documents.

<sup>25</sup> <https://westofengland-ca.moderngov.co.uk/documents/g475/Public%20reports%20pack%2025th-Jun-2021%2011.15%20Joint%20meeting%20-%20West%20of%20England%20Combined%20Authority%20Committ.pdf?T=10>

**Awards and Allocations (£000s)<sup>26</sup>**

<b>Transport Projects</b>	<b>Status</b>	<b>Allocation £'000</b>
A420 to Bath Highway Improvements	Feasibility Study	200
East of Bath Strategic Link	Feasibility Study	300
Greater Bristol Area Rail Feasibility Study	Feasibility Study	100
Improving Access to Bath from the East	Feasibility Study	200
Mass Transit Options	Feasibility Study	600
Southern Orbital	Feasibility Study	155
Strategic Rail Investment	Feasibility Study	250
A37 to A62 Improvements - Somer Valley EZ	Business Case	280
Bus Strategy Infrastructure Programme	Business Case	1,700
Future Mobility Zone	Business Case	3,900
Hicks Gate Roundabout	Business Case	460
Integrated Smart Ticketing	Business Case	300
Local Cycling & Walking Infrastructure Plan	Business Case	100
Manvers Street Regeneration	Business Case	250
Mass Transit	Business Case	1500
MetroWest Phase 1 (rail including half hourly service for Oldfield Park and Keynsham stations) (see transport section for details)	<a href="#">Business Case</a>	5860
MetroWest Phase 2 (rail)	Business Case	1,1063
Strategic Park & Ride	Business Case	500
West of England Station Enhancements Project	Business Case	552
Real Time Information System Upgrade	In Delivery	559
Integrated Transport Authority Functions	In Delivery	1,000
On-Bus Contactless Bank Card Payment	In Delivery	416
<b>Other Projects</b>		
Land Acquisition Fund	Allocations	7,883
Love Our High Streets	Allocations	8,495
Bath Riverline	<a href="#">Business Case Development</a>	1500
Digital & Creative Innovation Centre	Business Case Development	401
Government Housing Infrastructure Fund (HIF) Outline Business Case development– Bristol Temple Meads to Keynsham	Business Case Development	2700

<sup>26</sup> <https://westofengland-ca.moderngov.co.uk/mgChooseDocPack.aspx?ID=443>



Somer Valley Enterprise Zone and Infrastructure	Business Case Development	1026
Bath Riverside (relates to LGF schemes above)	Delivery	8,297
B&NES Pilot High Streets Programme	<a href="#">Feasibility Study</a>	280
Cultural Strategy	Feasibility Study	50
Modern Methods of Construction Pilots/Trials	Feasibility Study	150
Strategic Planning Shared Evidence Base	Feasibility Study	250

Refer to WECA programme at <https://www.westofengland-ca.gov.uk/wp-content/uploads/2019/10/Investment-Fund-Programme.pdf>

### **Other Sources of Funding**

- 3.34 There are a wide range of sources of funding that could be used to provide infrastructure. In many cases other sources of funding will be key to supporting the delivery of infrastructure, for example capital programmes of Government agencies such as the Environment Agency, the NHS and Network Rail, and Education and Skills Funding Agency funding through the Government's "Free School" programme will also contribute. Private funding such as funding for utilities infrastructure provided by private utilities and housebuilders is also part of the development process. Charity funding and National lottery funding can also provide potential funding sources.

#### 4 PART FOUR : SITE ALLOCATION AND STRATEGIC INFRASTRUCTURE REQUIREMENTS

4.1 This section considers the infrastructure requirements for site allocations and also the categories of the infrastructure requirement set out in this IDP.

##### Development Plan Allocations Site Allocations

4.2 The B&NES Core Strategy identifies a number of large development sites which have multiple infrastructure requirements. These developments are subject to Planning Obligations / Section 106 Agreements to cover major infrastructure requirements such as school infrastructure and are also subject to a 50% CIL allocation. They include the following:

4.3 The following sites are key sites within the Local Plan approved in principle subject to Section 106 planning obligations prior to the Community Infrastructure Levy being implemented.

Site	Key Requirements
<p>Bath Western Riverside (now titled 'Bath Riverside' in the Local Plan Partial Update)</p> <p>App Ref 16/01733/EOUT</p> <p>Status –First Phase Under Construction</p>	<p>-Affordable Housing                      -Destructor Bridge replacement (complete)                      -River Wall maintenance                      -Transport Contribution for Bath Rapid Transit (no longer going ahead) or alternative                      -Highway Works                      -Bus Service Contribution                      -Riverside Park (complete)                      -New paths and cycleways, enhanced pedestrian links</p> <p><b>Later Phases requirements subject to Bath Riverside allocation in Local Plan Partial Update (see below)</b></p>
<p>Former MoD Ensleigh site (Ensleigh) (Bl.27a)</p> <p>App Ref 14/01853/EFUL</p> <p>Developer: Linden Homes &amp; Bloor Homes</p> <p>Status: Under Construction</p>	<p>-Affordable Housing Provision                      -Contribution to new Primary School and Land Contribution (Primary School complete)                      -Bus Service Contribution                      -Bus Stop /Shelter Contribution                      -Green Space Contribution                      -On site Green Space Provision                      -Highways Agreement</p>
<p>Former MoD Foxhill site (Mulberry Park)(Bl.9a)</p> <p>App Ref 14/04354/EOUT</p> <p>Developer: Curo</p> <p>Status: Under Construction</p>	<p>-Affordable Housing                      -New Primary School (complete)                      -New Early Years Facility (complete)                      -New Community Facility(complete)                      -Youth Services Contribution                      -Library Contribution                      -Allotments Contribution                      -Contribution to Upgrading Green Space in Local Area                      -On Site Green Space Provision</p>

	<ul style="list-style-type: none"> <li>-Highway Works</li> <li>-Public Transport Contribution</li> </ul>
<p>Former MoD Warminster Road (Holburne Park) (Bl.28a)</p> <p>App Ref 14/2272/EFUL As amended</p> <p>Developer: Hardrock Developments</p> <p>Status: Under Construction</p>	<ul style="list-style-type: none"> <li>-Affordable Housing Provision</li> <li>-Bus Stop /Shelter Contribution</li> <li>-Footpaths Contribution</li> <li>-Car Club Contribution</li> <li>-Allotments Contribution</li> <li>-Off site Green Space Contribution</li> <li>-On site Green Space Provision</li> <li>-Public Transport Contribution</li> <li>-Primary School Contribution</li> <li>-Youth Services Contribution</li> <li>-Highways Works</li> </ul>
<p>Somerdale Site 13/01780/EOUT Developer: Taylor Wimpey</p> <p>Status: Under Construction</p>	<ul style="list-style-type: none"> <li>-Affordable Housing</li> <li>-New Primary School and Early Years facility(complete)</li> <li>-New GP surgery (complete)</li> <li>-New social / sports club (complete)</li> <li>-Flood protection measures</li> <li>-Provision of SuDs / wetland habitat (subject to -- Landscape management plan)</li> <li>-Green infrastructure route (subject to Landscape management plan)</li> <li>-Multifunctional riverside path</li> <li>-Financial contributions to pedestrian/cycle bridge,</li> <li>-Bus service improvements,</li> <li>-Improvements to Keynsham station,</li> <li>-Improvements to pedestrian/cycle routes,</li> <li>- Road network capacity improvements.</li> </ul>

4.4 The following sites are subject to CIL and site specific infrastructure requirements necessary to make development acceptable in planning terms.

<b>Core Strategy Allocations/Key sites</b>	<b>Key Infrastructure Projects / requirements</b>
<p>Ensleigh (Royal High School Playing Field site)</p> <p>15/03511/EOUT Developers: Bloor Homes and Linden Homes Status: Complete</p>	<p>Erection of a 210 place primary school (Use Class D1), up to 95 residential units (Use Class C3), associated infrastructure and open space.</p> <p>Community Infrastructure Levy Contributions</p> <p>Contributions towards new Primary School on site. (Primary School complete)</p>

<p>Odd Down Urban Extension (Bl.41a)</p> <p>17/02588/EFUL Status : Under Construction</p>	<p>Application for 171 dwellings and associated infrastructure ref 17/02588/EFUL is approved 15/8/2019 subject to a S106 contributions and Community Infrastructure Levy.</p> <p>S106 provisions:</p> <ul style="list-style-type: none"> <li>- Affordable Housing Provision (51 Social Rented and 17 Intermediate Housing</li> <li>- Provision of on site Green infrastructure including multifunctional green space (formal, natural and allotments);</li> <li>-Contributions to facilitate the expansion of St Martin's Garden Primary School</li> <li>-Highways Contribution</li> <li>-Odd Down Pedestrian / Cycle link</li> <li>-Highway Works re access and junction improvements</li> </ul>
<p>East of Keynsham Urban Extension (Kl.20a)</p> <p>App Ref 16/00850/OUT Developer: Crest Nicholson</p> <p>Status: Under Construction</p>	<p>Outline permission 16/00850/OUT and Reserved matters 18/01307/RES for 250no. dwellings and associated development. Community Infrastructure Levy Contributions and a S106 securing:</p> <ul style="list-style-type: none"> <li>-Affordable Housing</li> <li>-Contribution to new Primary School and Land Contribution in East of Keynsham</li> <li>-On site Green Space provision</li> <li>-Fire Hydrant Contribution</li> <li>-Bus Service Contribution</li> <li>-Pedestrian improvements</li> <li>-Provision of a signalised crossing on the Bath Road</li> <li>-Upgrade to bus stop telematics</li> <li>-Financial contributions for improving the woodland including the management of the woodland specifically for bats,</li> </ul>
<p>South of Keynsham Urban Extension (Kl.21a)</p> <p>App Refs 16/02077/FUL Developer: Bloor Homes 15/04290/FUL Developer: Persimmon</p> <p>Status: Under Construction</p>	<p>Planning permission is approved (on two sites) Site Under Construction Community Infrastructure Levy Contributions and a S106 securing</p> <ul style="list-style-type: none"> <li>-Affordable Housing Provision</li> <li>- Contribution and Financial Land Contribution towards new Primary School in East of Keynsham</li> <li>-On site Green Space provision</li> <li>-Bus Service Contribution</li> <li>-Fire Hydrant Contribution</li> </ul>

<p>Whitchurch Urban Extension (RI.14a) App Refs 16/04615/FUL Horseworld Developer Bellway Homes And 16/02055/FUL Developer: Barratt Homes</p> <p>Status: Under Construction</p>	<p>Planning permission is approved (on two sites) subject to Community Infrastructure Levy Contributions and a S106 securing</p> <p>Community Infrastructure Levy Contributions plus S106 agreements signed</p> <ul style="list-style-type: none"> <li>- Contribution and Financial Land Contribution, Primary School extension (complete)</li> <li>-Affordable Housing Provision</li> <li>-On site Green Space Provision</li> <li>-Fire Hydrants</li> </ul>
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- 4.5 The following major sites are identified in the Local Plan Partial Update. All developments will be required to provide landscaping and green infrastructure, biodiversity net gain including nesting boxes etc, and maximise access for walking and cycling, through the site and to wider network prioritising pedestrians and cyclists over private vehicles, and providing an attractive, low-speed environments and high quality public realm.
- 4.6 The will also be required to fully incorporate Nature-based SuDS solution as part of the green infrastructure strategy to provide betterment to the existing surface water flood issues and habitat gains.

<b>Local Plan Partial Update/Draft Allocations</b>	<b>Specific Infrastructure Requirements necessary to make development acceptable in planning terms</b>
<p>Sion Hill site, Bath</p>	<p>Enhancement of pedestrian and cycle environment for north-south movements, broadly along the alignment of Winifred's Lane at the eastern side of the site. This is likely to be through providing a route within the site, but options to reduce traffic flows and speeds along Winifred's Lane to make the route safe and suitable for pedestrians and cyclists should also be investigated.</p> <p>Measures for investigation and delivery of safe walking / cycling routes in the surrounding area should include, but not be limited to:</p> <ul style="list-style-type: none"> <li>• Pedestrian crossing facilities over Lansdown Road in the vicinity of the junction with Sion Road;</li> <li>• Traffic speed reduction measures on Cavendish Road and/or Winifred's Lane; and</li> <li>• Improvements to cycle routes to the city centre, including options using alternatives to Lansdown Road.</li> </ul>
<p><b>St Martins Hospital site, Bath</b></p>	<p>Retention and enhancement of walking routes between Frome Road and Midford Road</p>

	<p>Improve access to Odd Down Sports Ground for pedestrians and cyclists through off-site contributions towards crossing improvements across Wellsway, and a new access to the Sports Ground;</p> <p>Upgrade to crossing over Frome Road at the entrance to Fosseway Infant and Primary School to include widening to accommodate shared pedestrian/cycle use;</p> <p>Midford Road cycle improvements between, and including, Clara Cross Lane and Path to Hansford Close; and</p> <p>Enhancements to Midford Road/A367 junction to improve road safety and sustainable accessibility.</p>
<p><b>Bath Riverside</b></p> <p>(this is subject to nil CIL and therefore strategic infrastructure requirements)</p>	<p>Primary School, early years facility and a new community hub</p> <p>Improvements to walking and cycling routes along and across Upper Bristol Road and Lower Bristol Road</p> <p>Improvements to pedestrian and cycle facilities at the Windsor Bridge Road junctions with Upper Bristol Road and Lower Bristol Road</p> <p>Delivery of Sustainable Transport Route from east to west across the gasworks part of the site; including:</p> <ul style="list-style-type: none"> <li>- Cycle routes segregated from pedestrians.</li> <li>- High quality green infrastructure, as part of the Biodiversity Net Gain requirements.</li> <li>- A direct, well-aligned and high-quality pedestrian and cycle crossing over Windsor Bridge Road to connect to the former railway bridge over the river and to the Bath Riverside Site.</li> <li>- Upgrade to the disused former railway bridge over the river to allow use by pedestrians and cyclists.</li> <li>- Integration with emerging Mass Transit proposals.</li> <li>- Accommodate bus services and be accompanied by a public transport routeing and service strategy which maximises available opportunities to provide bus priority and deliver attractive services for existing and future residents.</li> <li>- District heating infrastructure</li> </ul>
<p><b>Weston Island, Bath</b></p>	<p>a welcoming, spacious and safe public sustainable transport link across Weston Island and its respective bridges.</p> <p>Provision of a new crossing over Lower Bristol Road and improved pedestrian / cycle links between Lower Bristol</p>

	Road and Twerton High Street.
<b>Twerton Park, Bath</b>	<p>Provision of a new community hub which offers communal facilities to promote healthy lifestyles, community cohesion and employment spaces, including co-working options.</p> <p>public realm improvements to Twerton High Street.</p>
<b>Keynsham safeguarded land KE3c (Bath Road site)</b>	<p>pedestrian and cycle crossing facilities over the A4 Bath Road to link the site with facilities and active travel routes on the north side.</p> <p>Maximise integration between housing development and metrobus and Mass Transit plans</p> <p>Enable the creation of a public footpath between K26 A and K26 C, connecting at Manor Road Community Woodland.</p> <p>Improved frequency of public transport services along the A4;</p> <p>Segregated pedestrian and cycle provision on the south side of the A4 between Grange Road and Broadmead Roundabout, and onward comparable provision along Bath Road to the Town Centre;</p> <p>New active travel connection between the A4 and the Bristol Bath Railway Path via Clay Bridge, World's End Lane.</p> <p>On-site provision of well-integrated formal and natural green space and play provision, and on or off-site provision allotments.</p> <p>Provide a replacement sports pitch in the north-west corner of K26 C to facilitate the expanded primary school located within the Hygge Park development.</p> <p>Implement downstream sewer upsizing works and pumping station upgrade.</p> <p>Improved frequency of public transport services along the A4</p>
<b>Keynsham safeguarded land KE3d (southern site)</b>	<p>Transport mitigation proposals for the site must include, but not be limited to, the following:</p> <ul style="list-style-type: none"> <li>a. Improved frequency of public transport services along the A4;</li> <li>b. Enhanced local town centre bus services connecting the development site with the town</li> <li>c. LCWIP route improvements to LTN1/20 standards within</li> </ul>

	<p>Keynsham, specifically between the development location, Wellsway School, and Keynsham Town Centre. This must include segregated pedestrian and cycle provision on the south side of the A4 between Grange Road and Broadmead Roundabout, and onward comparable provision along Bath Road to the Town Centre; and</p> <p>d. New active travel connection between the A4 and the Bristol Bath Railway Path via Clay Bridge, World's End Lane.</p> <p>e. The creation of a public footpath between K26 A and K26 C, connecting at Manor Road Community Woodland.</p> <p>f. Upgrade of the footpath connection to Windrush Road to allow cycling – this will entail altering the section of footpath in the existing residential areas to become a Bridleway via a TRO. 7.</p> <p>Incorporate green infrastructure, including on-site provision of well integrated formal and natural green space and play provision, and on or off-site provision of allotments.</p>
<b>Silver Street, Midsomer Norton</b>	<p>- Provide pedestrian/cycle connection to the recently delivered and committed active travel routes on Silver Street</p> <p>- Make a financial contribution to the delivery of LCWIP walking and cycling routes between Norton Hill Primary School and Charlton Road.</p>
<b>Former Paulton Printworks</b>	<p>- Early years facility</p> <p>- Central north to south green infrastructure link</p>
<b>Former Welton Manufacturing Site</b>	<p>Improved connectivity between the development site and northern end of the High Street including through the provision of additional crossing points at North Road and the High Street to be secured through a legal agreement</p>

### Infrastructure Schedule

This draft IDP focuses on key infrastructure requirements necessary for housing growth. For the purposes of this document, the definition of key infrastructure groups, and the types of facilities and services within each group, is set out below:

<b>Category</b>	<b>Infrastructure types</b>
Children's Services	Early years provision; Primary Schools; Secondary and Sixth Form Schools; Special Educational Needs & Disabilities (SEND)
Green Infrastructure	Strategic Green Infrastructure ; Waterspace; River Avon and Kennet & Avon Canal; Green Space (Formal and Natural); Allotments
Community Facilities	Outdoor Sports and Recreation; Leisure and Indoor Sports Facilities; Children's Play; Primary Health Care ; Secondary Health Care (Urgent, Elective and Specialist); Mental Health, Community Health



	& Social Care; Ambulance Service; Community Centres; Youth; Libraries; Cemeteries
Transport	Rail; Bus and Mass Transit; Walking & Cycling; Smarter Choices and Air Quality; Highways.
Utilities	Waste and Recycling; Energy Generation and Distribution; Water Supply; Waste Water and Drainage; Flood Defences and Drainage; Digital Communications
Public Realm	is cross cutting including primarily active travel and transport , Smarter Transport Choices including electric charging and E scooters infrastructure and Green Infrastructure.

- 4.7 While this IDP document has an emphasis on the delivery of necessary infrastructure required to enable development, there are a number of points relating to the scope of infrastructure types assessed.
- 4.8 Affordable housing which is a key element of sustainable development and is regarded as an essential element of new housing developments across the whole district is not examined in the IDP. It is addressed by Core Strategy Policy CP9 and Planning Obligations Supplementary Planning Document 2015.
- 4.9 Community facilities are those that provide for the health and wellbeing, spiritual, educational, recreational, leisure and cultural needs of the community. Community facilities such as health, education, green spaces, sport and recreation are assessed in this document, and community centres which are planned as part of new developments or identified in Neighbourhood Plans are included. However, community facilities /meeting places, which can include public, private and voluntary provision such as village halls and places of worship, have not been assessed comprehensively at this stage.
- 4.10 The B&NES Core Strategy / Placemaking Plan policy aims include to  
*“safeguard against the loss of community facilities, unless it can be demonstrated that they are no longer needed by the community they serve” ....*  
*“ Encourage flexible use of community and recreational facilities and venues and co-location of services”..*
- 4.11 The B&NES Core Strategy /Placemaking Plan recognise that public houses play an important role as a community resource, particularly in rural areas and local centres. They are also often used as a venue for social activities, offering a range of diverse services including libraries, childcare, meeting spaces for community groups, and shops.
- 4.12 Accordingly, infrastructure requirements for these services have not been included at this stage. As this is a live document, details will be regularly updated to take into account changes and emerging projects.
- 4.13 Infrastructure such as dental practices and optometrists which are income generating practices are not assessed comprehensively.

- 4.14 The police and fire and rescue services are not currently detailed in this plan. The Avon and Somerset Constabulary are currently preparing a Police and Crime Plan which will inform an estates strategy. Avon Fire and Rescue are currently drawing up plans which will be published in due course.
- 4.15 The highways infrastructure section focuses on strategic projects and excludes local highway works necessary for individual developments, considered at the development planning stage. Public realm strategy highway improvements (for example Keynsham High Street remodelling) are identified within the Public Realm section as a separate category from Highways, Pedestrian and Cycle Facilities, and Green Infrastructure although public realm encompasses all this infrastructure.
- 4.16 It is important to note that the assessment undertaken relates to infrastructure requirements for the purposes of the local plan and at a level of detail appropriate for that strategic level. As plans are developed further, then specific development based infrastructure assessments will be carried out that will identify more accurately the actual infrastructure needs and costs based on greater detail and understanding of requirements and capacity at that point in time. It is therefore certain that as more detail emerges further refined assessments may supersede the requirements, costs and funding assessments made at this stage. This document will be regularly updated to take into account future changes and is a live document. This IDP document is accompanied by a schedule of infrastructure projects (Part 5) setting out the projects, estimated costs and phasing and delivery arrangements and showing potential funding sources. Where possible, we have used service providers' own estimates of the cost of their infrastructure requirements. Many items may be funded by more than one source and these may change through the plan period. However, in many cases, for example until the feasibility of projects has taken place, there is no cost information. Costs identified in the IDP will be refined as further technical work progresses.
- 4.17 The project priority is classified into 3 sections - Critical, Necessary and Desirable.
- *Critical* – Projects which must happen typically in advance of housing construction to physically enable the delivery of housing growth in the District, such as flood defences.
  - *Necessary* – Projects that are required for delivery of growth to be supported by necessary infrastructure in a timely and sustainable manner such as transport (including cycling and walking infrastructure), schools and green space.
  - *Desirable* – Projects that are required for sustainable places but non delivery is unlikely to prevent development. These projects create a better place to live and work, and are generally desirable in order to build sustainable communities. Less detail may be currently available for these projects.
- 4.18 Potential sources of funding are shown for “critical” and “necessary” projects – to enable delivery of the housing growth, and some “desirable” projects as appropriate. The potential funding sources do not include local CIL allocations which are decided by Town and Parish Councils, and in the case of the unparished area of Bath, the Bath City Forum makes recommendations on spend, and the Council's Cabinet has the final decision.

**PART FIVE: INFRASTRUCTURE REQUIREMENT BY CATEGORY**

<b>CHILDREN'S SERVICES</b>	<b>EARLY YEARS FACILITIES</b>
<b>Responsibility for Delivery</b>	<p>Bath and North East Somerset Council has a statutory duty to ensure there are sufficient, high quality education places to meet present and future demand across all phases of education including early years. (Childcare Acts 2006 and 2016)</p> <p>It is expected that delivery of future provision will be through the Private, Voluntary or Independent (PVI) sectors with the Council only being a provider of last resort.</p>
<b>Key Evidence Base</b>	Bath and North East Somerset Council Childcare Sufficiency Assessments <sup>27</sup>
<b>Consultations</b>	
<b>Existing provision</b>	<p>Bath and North East Somerset Council has a range of childcare provision which is well distributed across the local authority area.</p> <p>The local area has a larger than national average number of private and voluntary providers over which the Council has limited influence.</p> <p>The most popular form of childcare continues to be family members</p>
<b>Infrastructure in delivery</b>	
<b>Assessment of Infrastructure Needs</b>	<p>The latest Childcare Sufficiency Assessment (March 2021) indicates that there is still a variation in the number of childcare places between children's centre areas, which is the means by which sufficiency is reported. The number of places is calculated in ratio to the estimated number of children. This data is subdivided by Children's Centre area to produce an analysis by smaller geographical area.</p> <p>It states "Paulton and Radstock Children's Centre areas have the lowest levels of childcare provision. There have been significant new housing developments in the Radstock and Paulton areas which has contributed to the ratio of childcare places remaining lower than other areas within Bath and North East Somerset"</p> <p>Within each area of shortfall, (i.e. less than the Council's average place ratio) there is ongoing work to increase the number of places on offer.</p> <p>An early years facility was identified as part of the planning permission 07/02424/EOUT. It is anticipated that the housing development at Paulton itself will increase the demand for places, and that may only accommodate the children generated from that development and the</p>

<sup>27</sup> <http://www.bathnes.gov.uk/services/children-young-people-and-families/childcare-early-years-play/childcare-sufficiency-assessm>

	existing gap in places will remain. An early years facility is a requirement of the Local Plan Partial Update Paulton site allocation.
<b>Infrastructure Projects Identified</b>	<b>Somer Valley</b> Early Years facility, Polestar site, Paulton (part of S106 for permission 07/02424/EOUT, and draft Local Plan Partial Update allocation).
<b>Funding</b>	S106/Private funded
<b>Future Issues/ Risks</b>	Future education infrastructure requirements will be subject to review as new information on pupil/child number forecasts becomes available. Changes in legislation can affect infrastructure requirements.

<b>CHILDREN'S SERVICES</b>	<b>PRIMARY SCHOOLS</b>
<b>Responsibility for Delivery</b>	<p>B&amp;NES takes responsibility for delivery of projects.</p> <p>B&amp;NES Council has a statutory duty to ensure sufficient schools are available for their area to provide primary and secondary education.</p> <p>In line with current government strategy, rather than being direct providers of school places via Community schools, Local Authorities are now commissioners of school places via a range of providers that include Academies, Free Schools, Foundation schools, Trust schools, Voluntary Aided schools, Voluntary Controlled schools and Community schools.</p>
<b>Key Evidence Base</b>	B&NES School Organisation Plan (2019-2025) <sup>28</sup>
<b>Consultations</b>	
<b>Existing provision</b>	As at September 2020 there were a total of 65 primary, infant and junior schools within B&NES.
<b>Infrastructure being delivered</b>	<p>Cameley C of E Primary School in Temple Cloud is being expanded by 70 places to a 210 place school. To complete in November 2021.</p> <p>Clutton Primary School in Clutton is being expanded by 28 places to a 175 place school.</p> <p>A new 420 place primary school in Keynsham – Two Rivers C of E Primary School – open from September 2020. Accommodation being delivered via the Department for Education Free School Programme.</p> <p>An ongoing programme of condition projects is taking place at Newbridge Primary School in Bath.</p> <p>An ongoing programme of condition projects is taking place at Twerton Infant School in Bath.</p>
<b>Assessment of Infrastructure Needs</b>	<p>The B&amp;NES School Organisation Plan (2019-2025) outlines the current level of primary school provision in B&amp;NES and the projected pupil numbers, based on births and resident population data, up to admissions in September 2023. It also outlines the impact on pupil numbers as a consequence of the future planned housing development expected to be delivered within the Adopted Core Strategy and Placemaking Plan period up to 2029. It gives estimates for the number of pupils generated and school places likely to be required in each of the planning areas across the authority as a result of projected pupil numbers and proposes solutions as to how and where the need for these additional places might be met.</p> <p>The Council needs to ensure that sufficient primary school places are</p>

<sup>28</sup> <https://beta.bathnes.gov.uk/sites/default/files/2020-09/SOP%202019-2023%20and%202025%20UPDATED.pdf>

	<p>provided to accommodate pupils arising from new housing.</p> <p><b>Bath</b>  A new primary school to accommodate pupils generated by the Crest and later phases at the Bath Riverside and Central area is required as part of the Local Plan policy allocation for this site.</p> <p>An expansion of St Martin's Garden Primary School is required to accommodate pupils generated from the Core Strategy Urban Extension allocation at Odd Down in Bath.</p> <p><b>Keynsham</b>  A new primary school would be required to accommodate pupils generated from prospective major housing development at North Keynsham (to be considered through the WECA SDS and new Local Plan).</p> <p>An expansion of St Keyna Primary School by 210 places to a 420 place school is also required to provide capacity for the increased housing growth in Keynsham.</p> <p>The Two Rivers C of E Primary School requires a sports pitch to be provided, the land for which is within the adjacent safeguarded land at East Keynsham.</p> <p><b>Somer Valley</b>  Any further significant housing development in Paulton will create a need for additional land for a new school to serve this area as the existing infant and junior schools cannot be expanded any further.</p> <p><b>Rural Areas</b>  In the rural areas it is not anticipated that any new schools will be required. However detailed examination of primary school capacity and the scope to expand schools to accommodate growth is ongoing as part of the process of allocating the non-strategic growth sites through the preparation of the Local Plan Partial Update. It is acknowledged that some rural schools do not lend themselves/have scope for any expansion due to their constrained sites.</p>
<b>Infrastructure Projects Identified</b>	<p><b>Bath</b>  New School - Bath Riverside</p> <p>Expansion - St Martin's Garden Primary School</p> <p><b>Keynsham</b>  Expansion – St Keyna Primary School</p>
<b>Funding</b>	CIL/S106/Public Sector funding including Basic Need grant funding
<b>Future Issues/Risks</b>	Future education infrastructure requirements will be subject to review as new information on pupil/child number forecasts becomes available.

<b>CHILDREN'S SERVICES</b>	<b>SECONDARY AND SIXTH FORM SCHOOLS</b>
<b>Responsibility for Delivery</b>	<p>B&amp;NES takes responsibility for delivery of projects.</p> <p>B&amp;NES Council has a statutory duty to ensure sufficient schools are available for their area to provide primary and secondary education.</p> <p>In line with current government strategy, rather than being direct providers of school places via Community schools, Local Authorities are now 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.</p>
<b>Key Evidence Base</b>	B&NES School Organisation Plan (2019-2025) <sup>29</sup>
<b>Consultations</b>	
<b>Existing provision</b>	As at September 2020 there are a total of 12 secondary schools and 2 Studio Schools within B&NES.
<b>Infrastructure being delivered</b>	Hayesfield Girls' School expansion by 14 places per year group to a 1,120 place school plus a sixth form. To complete in 2021.
<b>Assessment of Infrastructure Needs</b>	<p>The B&amp;NES School Organisation Plan (2019-2025) outlines the current level of secondary school provision in B&amp;NES and the projected pupil numbers, based on births and resident population data, up to admissions in September 2025. It also outlines the impact on pupil numbers as a consequence of the future planned housing development expected to be delivered within the Adopted Core Strategy and Placemaking Plan period up to 2029. It gives estimates for the number of pupils generated and school places likely to be required in each of the planning areas across the authority as a result of projected pupil numbers and proposes solutions as to how and where the need for these additional places might be met.</p> <p>The Council needs to ensure that sufficient secondary and sixth form school places are provided to accommodate pupils arising from new housing.</p> <p>Additional capacity - 18 places per year group - is to be added to St Mark's School in Bath.</p> <p>Additional capacity is to be added to Oldfield School in Bath, exact number of places yet to be determined.</p> <p>Additional capacity is to be added to Norton Hill School in Midsomer Norton to accommodate pupils generated from new developments in the Somer Valley area, exact number of places yet to be determined.</p>

<sup>29</sup> <https://beta.bathnes.gov.uk/sites/default/files/2020-09/SOP%202019-2023%20and%202025%20UPDATED.pdf>



	Additional capacity would be required at Wellsway School in Keynsham to accommodate pupils generated from potential major housing development at North Keynsham (to be considered through the SDS and new Local Plan).
<b>Infrastructure Projects Identified</b>	Expansion – St Mark’s School, Bath Expansion – Oldfield School, Bath Expansion - Norton Hill School, Midsomer Norton
<b>Funding</b>	CIL/ S106/Public Sector funding including Basic Need grant funding
<b>Future Issues/Risks</b>	Future education infrastructure requirements will be subject to review as new information on pupil/child number forecasts becomes available.

<b>CHILDREN'S SERVICES</b>	<b>SPECIAL EDUCATIONAL NEEDS &amp; DISABILITIES (SEND) SCHOOL PLACE PROVISION</b>
<b>Lead Responsibility for Delivery</b>	B&NES Education Inclusion Service
<b>Key Evidence Base</b>	
<b>Consultations</b>	
<b>Existing provision</b>	<p>Three Ways School, Aspire Special School, Bath and Fosse Way School, Radstock, are existing special schools located in B&amp;NES district. There are also SEND Resource Bases located in mainstream schools at Broadlands Academy Keynsham, Norton Hill School Midsomer Norton under the umbrella of Fosse Way School, St Martin's Garden Primary Bath, St Nicholas' C of E Primary Radstock and Weston All Saints C of E Primary Bath, and St. Mark's Secondary School, Bath.</p> <p>A Resource Base is a facility within a mainstream school that allows pupils with additional educational needs to continue to access the mainstream curriculum whilst being provided with targeted support via a specialist intervention programme.</p>
<b>Infrastructure being delivered</b>	<p>Oldfield Secondary School, resource base for pupils with ASD (Autism Spectrum Disorder) – opening September 2021.</p> <p>Expansion of Aspire special school to accommodate a total of 120 pupils with SEMH (Social Emotional and Mental Health) and ASD – due to open with an increase to 84 pupils in September 2021 and up to 120 pupils in September 2022.</p> <p>St Mark's Secondary School, Resource Base expansion from 10 to 17 places for September 2021, and then increasing to a maximum of 20.</p>
<b>Assessment of Infrastructure Needs</b>	<p>The Local Authority (LA) has a statutory duty to ensure a sufficiency of school places, including special school places for children living within their area. This provision has now reached capacity and growth in places is required.</p> <p>B&amp;NES Corporate Research &amp; Intelligence team has carried out work on the demographics of local SEND population. Actual growth in children with SEND living in the local area has been rapid in the last three years. A need for additional SEND school places for children aged both pre and post 16 has been identified.</p> <p>B&amp;NES Council has an increased need for special school places for children with Social, Emotional and Mental Health Difficulties and Autism. It will also continue to support children's access to mainstream education through provision of Resource Bases.</p> <p>B&amp;NES Council also needs to develop local provision for children with</p>

	<p>SEND to ensure children are not travelling long distances for their education and that the district is not overly reliant on independent school places incurring unsustainable costs.</p> <p>B&amp;NES Council has developed a SEND Education Strategy and Capital Programme to address local sufficiency pressures in school placements. These projects are captured in the SEND Capital Programme. These documents can be viewed via the following link:  <a href="https://www.rainbowresource.org.uk/pages/web-site-information/you-said-we-did">https://www.rainbowresource.org.uk/pages/web-site-information/you-said-we-did</a></p>
<b>Infrastructure Projects Identified</b>	<p><b>District Wide</b></p> <p>Bath College Radstock residential provision – this has been on hold and to be revisited in 2021-22</p> <p>The LA is looking to develop in-house residential provision for children and young people aged 16-25 who require five day residential provision. This is potentially for 12 young people who have an EHCP. This provision, delivered by Bath College in Midsomer Norton, will reduce current costs of alternative placements in independent schools, benefitting both Education and Adult Social Care budgets, with the school totalling 120 places overall. Estimated capital costs are between £2.5 - £3 Million.</p> <p>St Mark's Secondary School</p> <p>The LA have supported MSN partnership and St. Mark's Secondary School to open a resource base in September 2020 for pupils with a moderate learning difficulty. This has provided additional capacity in mainstream school for up to 8 pupils with an Education, Health and Care Plan (EHCP). St Mark's Secondary School will be increasing this provision to 17 places from September 2021 and then will increase to 20 places.</p> <p>The LA is looking to develop all through Primary and Secondary Alternative Provision (AP) at the former Culverhay School site, Bath. This will provide up to 50 places.</p>
<b>Funding</b>	<p>DfE SEND Capital Grant of £979,000 over 3 years from 2018-2021</p> <p>DfE High Needs Capital Allocation in 2021-22 of £726,955.</p> <p>These Grant allocations are to support development of SEND provision. The LA will also need to identify additional funding to complete additional projects identified in the capital programme.</p>
<b>Future Issues/ Risks</b>	<p>If capital is not identified to support these projects, the LA will have to continue to place children in independent schools as the Council has a statutory duty to ensure sufficiency of SEND placements for Bath and North East Somerset resident children.</p>

<b>GREEN INFRASTRUCTURE</b>	<b>STRATEGIC GREEN INFRASTRUCTURE</b>
<b>Lead Responsibility for Delivery</b>	B&NES Council, Natural England, Town and Parish Councils, project partnerships eg Bathscape Partnership, charitable trusts and the voluntary sector.
<b>Key Evidence Base</b>	Environment Bill 2020 – including need for Local Nature recovery Strategies B&NES Green Infrastructure Strategy (March 2013) <sup>30</sup> currently being revised WaterSpace Study (Sept 2017) Bathscape Landscape Character Appraisal (2017) <sup>31</sup> Bathscape Landscape Conservation Action Plan (2018) <sup>32</sup> West of England Nature Recovery Network (2019) Bristol Avon Catchment Partnership Water Network Description (2019) WoE Joint Green Infrastructure Strategy (JGIS) (2020)
<b>Consultations</b>	
<b>Existing provision</b>	Strategic Green Infrastructure networks providing connectivity across the district through rural areas and urban areas based around green active travel, water catchments and ecological networks, river corridors, existing networks of wildlife sites including Strategic Nature Areas.
<b>Infrastructure being delivered</b>	Bathscape - Through the Bathscape Partnership, led by the Council, work is underway on a woodland project to look at the best ways of reconnecting people with natural green space and management of natural habitat including woodland and grassland in the Bathscape area.  Chew Valley Recreational Trail – See Projects Identified below and Transport cycling and pedestrian section
<b>Assessment of Infrastructure Needs</b>	In B&NES we enjoy a rich, varied and in many places outstanding natural environment that provides a wide range of benefits for our communities. However over time our natural environment has become fragmented and degraded and is under increasing threat from our changing climate  The West of England Joint Green Infrastructure Strategy aims to deliver a 'net gain' for the environment. Each local authority will have responsibility to deliver strategic GI identified in the Strategy. This includes delivering the WoE Nature Recovery Network that identifies creation and restoration of new habitats.  The approved B&NES GI Strategy is currently being reviewed to identify actions required to deliver on the nature emergency. It identifies a

<sup>30</sup> [http://www.bathnes.gov.uk/sites/default/files/e2389-app.1\\_draft\\_gi\\_strategy\\_0.pdf](http://www.bathnes.gov.uk/sites/default/files/e2389-app.1_draft_gi_strategy_0.pdf)

<sup>31</sup> <http://www.bathnes.gov.uk/services/environment/green-infrastructure/bathscape>

<sup>32</sup> [http://www.bathnes.gov.uk/sites/default/files/sitedocuments/Environment/Green-Infrastructure/bathscape\\_summary\\_june\\_18.pdf](http://www.bathnes.gov.uk/sites/default/files/sitedocuments/Environment/Green-Infrastructure/bathscape_summary_june_18.pdf)

	<p>number of priority geographical projects and actions required to deliver a range of GI benefits, including:</p> <ul style="list-style-type: none"> <li>•Tree and Woodland Plan</li> <li>•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. (Bathscape Project)</li> <li>•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</li> <li>•River Avon and Canal: to provide a framework to deliver the full green infrastructure benefits of this significant corridor</li> <li>•AONB Linkway: to strengthen the habitat and access connectivity between the Mendip Hills and southern part of the Cotswolds AONB</li> <li>•Restoring Priority Habitats: to increase and then sustain coverage of priority habitat across the district, with a particular focus within Strategic Nature Areas (SNAs)</li> <li>•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.</li> </ul> <p>Consultation for the Bathscape scheme and Waterspace identified needs and have resulted in separate programmes of work</p> <p>In response to growing evidence that access to greenspace has positive effects on both physical and mental health Somer Valley Rediscovered aims to improve biodiversity and, by increasing people's connections to nature, improve health and wellbeing. Projects will include providing better access to greenspace, habitat restoration, setting up volunteer networks to manage sites and a programme of events to inspire people to enjoy and value their local natural spaces. It will enable communities to 'rediscover' their local walks, natural environment and heritage.</p>
<p><b>Infrastructure Projects Identified</b></p>	<p>Refer to Part 4 Schedule.</p> <p><b>District</b></p> <ul style="list-style-type: none"> <li>Tree and Woodland planting</li> <li>Green Active Travel</li> <li>Nature Recovery Network</li> <li>Local Food production</li> <li>Natural Water management</li> <li>Parks and accessible green space</li> <li>Bristol – Bath Railway Path</li> </ul> <p><b>Bath</b></p> <ul style="list-style-type: none"> <li>Extension of the shared path between Brassmill Lane and Station Road to provide a quality, multifunctional green corridor for both the</li> </ul>

	<p>community and wildlife. This route is safeguarded as a policy designation in the Placemaking Plan.</p> <p><b>Keynsham</b>  Manor Road Local Nature Reserve -Enhancements and biodiversity protection  Green Infrastructure for North Keynsham</p> <p><b>Somer Valley</b>  Somer Valley Greenways Enhance Greenway recreation routes connecting communities to the Town park.  Somer Valley Rediscovered – a number of projects being developed. Haydon Batch, Waterside Valley, Wellow Brook Walk and Midsomer Norton Town Park are being assessed for biodiversity value and potential enhancements.</p> <p><b>Rural Areas</b>  Chew Valley Green Infrastructure Improvements - Natural flood management, improvements in access from urban to rural areas, biodiversity improvements, delivering nature recovery network.</p> <p>The Chew Valley Lake Recreational Trail project is part of the West of England (WoE), Joint Green Infrastructure (JGIS), AONB Link Programme (Cotswolds to Mendip Hills AONBs) that includes development of a green active travel plan and delivery of the WoE and AONB local nature recovery strategies</p>
<b>Funding</b>	<p>Potential Funding Sources include:</p> <ul style="list-style-type: none"> <li>• Revised management regimes for Council owned land</li> <li>• Partnership working with key landowners and managers</li> <li>• Working with the voluntary and community sector</li> <li>• External funding e.g. Heritage Lottery Fund for specific access, biodiversity or heritage/landscape projects. (£1.65 million has been secured from the Heritage Lottery Fund - Bathscape)</li> <li>• Developer contributions (CIL/ S106) and Masterplan principles e.g. green corridor</li> <li>• Off site Biodiversity Net Gain payments to enhance biodiversity</li> <li>• Business contributions through Landscape Enterprise Networks (LENs)</li> <li>• WECA and Government funding to deliver strategic GI/Govt 25 Year Environment Plan/Environment Bill</li> </ul>
<b>Future Issues/ Risks</b>	<p>Climate and Ecological Emergency – the need to address risks to biodiversity (from loss of habitat, and pests and disease), risks of flooding and management, urban heating, air pollution that include risks to public health including impacts of flooding, heat, poor air quality and inadequate access to green space</p> <p>WoE Joint GI Strategy seeks to ensure a joint approach to enhancing and extending the GI network between B&amp;NES and neighbouring authorities.</p>

	<p>Threats identified to heritage within the Bathscape area include fragmentation of land ownership and habitats, loss of skyline trees, loss of priority grasslands, ash die-back and future tree diseases, and climate change, are common to other areas in the district.</p>
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<b>GREEN INFRASTRUCTURE</b>	<b>WATERSPACE; RIVER AVON AND KENNET &amp; AVON CANAL</b>
<b>Lead Responsibility for Delivery</b>	Bath River Line: B&NES Council lead responsibility Working together with the WaterSpace Partnership including Wessex Water, Canal & Rivers Trust and the Environment Agency. Also working in partnership with the National Trust and Bath Spa University.
<b>Key Evidence Base</b>	WECA Joint Green Infrastructure Strategy (2020-2030) B&NES Green Space Strategy 2015-2029 (Dec 2015) Bath City Riverside Enterprise Area Masterplan Vision Report (2014-2029) WaterSpace Study (Sept 2017) <sup>33</sup> Extensive consultation was carried out as part of the WaterSpace Project, see the project consultation report for more details on our webpage <a href="http://www.waterspacebath.org.uk">www.waterspacebath.org.uk</a>
<b>Consultations</b>	Bath Riverline - Various consultation methods including Interactive website; In-depth semi-structured interviews with key users Public webinar with Q&A plus Feedback survey following webinar Walking focus group
<b>Existing provision</b>	The WaterSpace Study area covers 16 miles of the River Avon and Kennet & Avon Canal, from Dundas Aqueduct to Bath to Hanham Lock. The Bath Riverline (see projects identified below) also includes Green spaces linked to Waterspace
<b>Infrastructure being delivered</b>	
<b>Assessment of Infrastructure Needs</b>	The WaterSpace Study includes opportunities to create moorings, improve green spaces and parks, enhance biodiversity, realise safe access for sport and leisure and improve public spaces and paths. Of the 35 projects – some are project ideas which have funding, others are part-funded, and some are just a concept  There is a need to make the active travel route more attractive by resurfacing the towpath and footpath  There is a need to unify the separate parks (Kelston Fields, Norfolk Crescent, Green Park, Weston Lock Green and Brassmill Green) under one management plan to improve management.
<b>Infrastructure Projects Identified</b>	The Bath River Line project will create a high quality, linear park from Newbridge to Batheaston. It will provide 10km of level walking and cycling infrastructure, and improve greenspaces along the River line..
<b>Funding</b>	CIL/S106/Public Sector funding/ Other  Bath River Line: A Full Business Case is being prepared for submission to WECA in November 2021 for Phase I. S106/CIL has been set aside for Phase I  An Outline Business Case /SOC will be submitted to WECA to secure

<sup>33</sup> <http://www.bathnes.gov.uk/services/environment/river-safety/rivers-canals/water-space-study>



	additional funding for Phases II and III.
<b>Future Issues/ Risks</b>	The maintenance, replacement and repair of existing open spaces is a critical issue. Repairs are required to maintain safety standards and protect the Council's liability.

<b>GREEN INFRASTRUCTURE</b>	<b>GREEN SPACE (FORMAL &amp; NATURAL)</b>
<b>Lead Responsibility for Delivery</b>	B&NES Council.  Additional agencies include Natural England, Town and Parish Councils, charitable trusts and the voluntary sector
<b>Key Evidence Base</b>	Green Space Strategy 2015-2029 (Dec 2015) <sup>3435</sup> WaterSpace Study (Sept 2017)
<b>Consultations</b>	Foxhill Parks Consultation <sup>36</sup> ends 30/9/2021 Improvements to: Entry Hill Open Space Springfield Quarry Hawthorn Grove Springfield Park Backstones Open Space Funding from Mulberry Park development section 106
<b>Existing provision</b>	B&NES 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 these areas are parks, recreation grounds and public open spaces, floral displays, allotments, trees, woodland and parks and open spaces events.  West of England Joint GI Strategy mapping shows existing provision.
<b>Infrastructure being delivered</b>	<p><b>Bath</b></p> <ul style="list-style-type: none"> <li>• Kensington Meadow Improvements (being delivered)</li> <li>• Hedgemead Park Restoration (being delivered)</li> <li>• Sydney Gardens restoration programme of projects (being delivered)</li> <li>• Mulberry Park Open Space (part of Mulberry Park development)</li> </ul> <p><b>Somer Valley</b></p> <ul style="list-style-type: none"> <li>• Strategic improvement to Midsomer Norton Town Park to create a destination park for the Somer Valley area. Town Park Phase 1 Complete – Phase 2 Commenced.</li> </ul> <p><b>Keynsham</b></p> <ul style="list-style-type: none"> <li>• Queens Road Open Space Improvements (being delivered)</li> <li>• This relates to a number of projects that are s106 funded, including the completion of a play area refurbishment at Kelston Road and new footpaths at The Tumps woodland in Bath Corston View. Other works include a play area refurbishment at Kensington Meadows, railings, handrails and entrance improvements at Hedgemead, shrubbery landscape and improvements at Cappards Farm, Linear Park and Brickfields Road. A consultation and project plan is currently being</li> </ul>

<sup>34</sup> [http://www.bathnes.gov.uk/sites/default/files/banes\\_green\\_space\\_strategy\\_v10\\_0.pdf](http://www.bathnes.gov.uk/sites/default/files/banes_green_space_strategy_v10_0.pdf)

<sup>36</sup> <https://beta.bathnes.gov.uk/foxhill-parks-public-consultation/foxhill-parks-public-consultation>

<p><b>Assessment of Infrastructure Needs</b></p>	<p>developed at Sullis Meadows for potential delivery this year</p> <p>The Green Space Strategy assesses the quantitative and qualitative deficits or surpluses within different open space typologies. Key findings can be summarised as follows:</p> <ul style="list-style-type: none"> <li>- There is insufficient supply of youth play space across all area profiles</li> <li>- There is insufficient supply of parks and recreation grounds across all area profiles with the exception of Bathavon, which is the area with sufficient supply of most open space typologies (with the exception of youth and children's play space);</li> <li>- All area profiles have a deficiency in at least two open space typologies</li> </ul> <p>The Green Space Strategy requires that new provision will be required where there is a new development and a planned increase in population, and/or an existing deficiency in supply or access to facilities exists.</p> <p>Approach Golf Course (High Common West) (2021) As part of the Council's commitment to combating the climate emergency, Councillors have identified an opportunity to 're-wild' convert part of the Approach Golf Course in Bath. This project would involve tree planting on a large scale, the conversion of golf fairways to wildflower meadows, access improvements and potentially an expansion in the adjacent allotment to help address a high allotment waiting list in the area.</p>
<p><b>Infrastructure Projects Identified</b></p>	<p>Refer to Part 4 Schedule for all projects. Necessary projects include</p> <p><b>Bath</b> Strategic improvement to Royal Victoria Park, Bath to continue to provide a destination park provision and to meet needs of increased population in the Enterprise Zone developments. Pond restoration, path resurfacing, access improvements, wayfinding, interpretation, landscaping/planting, lighting.</p> <p>The Bath River Line project will create a high quality, linear park from Newbridge to Batheaston. It will provide 10km of level walking and cycling infrastructure, connect and improve existing green spaces and serve the increased population along the Riverside Enterprise Zone. The project will include resurfacing the towpath and footpath as well as unifying the separate parks (Kelston Fields, Norfolk Crescent, Green Park, Weston Lock Green and Brassmill Green) under one management plan.</p> <p>Mulberry Park associated Green Infrastructure – enhancement to existing Foxhill Green Spaces and provision of natural green space (Refer consultation section). (Parks &amp; Bathscape Project)</p> <p>Linear Park Corridor Improvements – The Linear Park is a strategic connective green infrastructure corridor linking a number of parks and</p>

	<p>play areas along it's route. Infrastructure improvements are required to enhance the quality of this route including enhancements to Bloomfield Green, Sandpits and Brickfields as well as the Linear Park sustainable transport route.</p> <p>Pennyquick Park, Twerton – Recreational and Biodiversity Improvement Project</p> <p>Weston Recreation Ground – Park and Play Area Improvement</p> <p>Odd Down Playing Field Access Improvement – New entrance and access improvement to increase pedestrian/cycling access from the east.</p> <p>A consultation and project plan is currently being developed at Sullis Meadows</p> <p><b>Keynsham</b> Strategic Improvements to Keynsham Memorial Park to create destination park provision.</p> <p>Abbots Wood, Keynsham - enhancements and maintenance including linking paths following increased use from surrounding Core Strategy allocated sites) (matched funding for S106 funds earmarked for this location)</p> <p>Manor Road Local Nature Reserve resilience works - (Awaiting receipt of S106 funds)</p> <p><b>Somer Valley</b> Waterside Valley and Haydon Batch - Natural Green Space creation and enhancement projects</p> <p>Wellow Brook, Midomer Norton – New natural greenspace project</p>
<b>Funding</b>	<p>CIL/S106/Public Sector funding/ Other</p> <p>DCLG released a guide in August 2011 outlining potential funding sources for community green spaces <sup>37</sup>.</p>
<b>Future Issues/ Risks</b>	<p>The maintenance, replacement and repair of existing open spaces is a critical issue. Repairs are required to maintain safety standards and protect the Council's liability.</p> <p>Multi-functional green space is the key to achieving value for resources, by planning, creating and managing areas to produce multiple public and environmental benefits, sharing resources between sites and combining investment from different sources</p>

<sup>37</sup> <http://www.communities.gov.uk/publications/communities/greenspacefunding>

<b>GREEN INFRASTRUCTURE</b>	<b>ALLOTMENTS</b>
<b>Lead Responsibility for Delivery</b>	B&NES Council and Parish Councils.
<b>Key Evidence Base</b>	Green Space Strategy 2015-2029 (Dec 2015) <sup>38</sup> B&NES Local Food Strategy (2014 – 2017) <sup>39</sup>
<b>Consultations</b>	
<b>Existing provision</b>	There are 42 allotment garden sites across B&NES. B&NES Council is only responsible for the 23 sites in Bath. Elsewhere allotments are managed by other local bodies, such as Parish Councils and social housing organisations.
<b>Infrastructure being delivered</b>	
<b>Assessment of Infrastructure Needs</b>	<p>The Green Space Strategy assesses the quantitative deficits or surpluses of allotments. The Bath, Keynsham and Somer Valley areas all have a deficit of allotments that will increase following allocated developments unless provided for off-site.</p> <p>New allotments are required to be provided for the Mulberry Park (former MoD Foxhill site) and Warminster Road site. An off-site S106 contribution has been received for this purpose from Mulberry Park development. Options are being examined and land at Entry Hill Golf Course identified subject to detailed assessment.</p> <p>Expansion of the allotment at Combe Down There is pressure on the existing provision as the adjacent quarry expands. Replacement plots will be needed. The Council has access to land adjacent to the allotment but needs to invest in basic infrastructure to make the site suitable for allotment use: installing access points, water and measuring and laying out allotment plots.</p> <p>Deadmill Lane, Larkhall: New Community Growing Site Land is owned by B&amp;NES Council. The delivery of this project will require site assessment, design and community engagement. The site is likely to need a management plan and infrastructure improvements including access and utilities.</p> <p><b>Keynsham</b> New allotments are required in Keynsham, including as part of the East Keynsham development allocations to meet demand from growing population.</p> <p><b>Somer Valley</b> New allotments are required in Westfield, Radstock and Midsomer Norton to meet the demand from a growing population.</p>
<b>Infrastructure</b>	Refer to Part 4 Schedule.

<sup>38</sup> <https://www.bathnes.gov.uk/services/sport-leisure-and-parks/parks-green-spaces-information/green-space-strategy-review>

<sup>39</sup> [https://www.bathnes.gov.uk/sites/default/files/bath\\_and\\_north\\_east\\_somerset\\_local\\_food\\_strategy\\_0.pdf](https://www.bathnes.gov.uk/sites/default/files/bath_and_north_east_somerset_local_food_strategy_0.pdf)

<b>Projects Identified</b>	
<b>Funding</b>	S106/CIL
<b>Future Issues/ Risks</b>	The maintenance and repairs to existing allotment sites is a critical issue.

<b>COMMUNITY FACILITIES</b>	<b>OUTDOOR SPORT &amp; RECREATION</b>
<b>Lead Responsibility for Delivery</b>	B&NES Council See related Leisure and Built Sports Facilities
<b>Key Evidence Base</b>	Playing Pitch Strategy An update to the Playing Pitch Strategy is currently being undertaken by the Council. A draft is available. The Fit for Life Strategy (2014) Playing Pitch Strategy (Draft May 2016) <sup>40</sup>
<b>Consultations</b>	Mountain Bike / Family Cycle Centre and Activity Park Former Entry Hill Golf Course Pre-Application proposals <sup>41</sup>
<b>Existing provision</b>	Details of provision can be found in the Playing Pitch Strategy (Draft May 2016). This covers public and private providers.
<b>Infrastructure being delivered</b>	Tennis court refurbishment part of the Sydney Gardens project that is being delivered. .
<b>Assessment of Infrastructure Needs</b>	The Playing Pitch Strategy includes a detailed action plan. It recommends carrying out a feasibility study to identify the appropriate site locations for additional 3G rubber crumb pitches strategically placed across Bath and North East Somerset.  A 3G rubber crumb pitch has been identified as a requirement in Lansdown, Bath.  Public tennis facilities have been identified as poor quality and in need of refurbishment.
<b>Infrastructure Projects Identified</b>	A new 3G rubber crumb pitch site, hockey Artificial Grass Pitch (AGP), hockey pitch at Lansdown.  Tennis Courts refurbishment – Alice Park, Royal Victoria Park, and Keynsham Memorial Park.
<b>Funding</b>	CIL /S106./Public sector/Private sector funding
<b>Future Issues/Risks</b>	The ongoing maintenance of existing and new playing fields is a critical issue.  Grant funding will be required for delivery of infrastructure.

<sup>40</sup> <http://www.bathnes.gov.uk/consultations/playing-pitch-strategy-bath-and-north-east-somerset>

<sup>41</sup> <https://ehbpconsultation.com/>

<b>COMMUNITY FACILITIES</b>	<b>LEISURE AND INDOOR SPORTS FACILITIES</b>
<b>Lead Responsibility for Delivery</b>	B&NES Council B&NES has an agreement with GLL, a social enterprise, to operate leisure centres in Bath and Keynsham, and Writhlington Trust, to operate leisure facilities in the Somer Valley.
<b>Key Evidence Base</b>	Fit for Life Strategy (2014)
<b>Consultations</b>	
<b>Existing provision</b>	<p>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, and the University of Bath sports training facilities.</p> <p>The main facilities are as follows:</p> <ul style="list-style-type: none"> <li>• Bath Sports and Leisure Centre run by GLL</li> <li>• Culverhay Sports Centre, Bath run by GLL</li> <li>• Keynsham Leisure Centre is run by GLL</li> <li>• 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.</li> </ul> <p>Independently managed sites include</p> <ul style="list-style-type: none"> <li>• Writhlington Sports Centre</li> <li>• Midsomer Norton Sports Centre</li> <li>• Paulton Swimming Pool</li> <li>• Somerdale Pavilion, Keynsham</li> <li>• Wellsway Sports Centre</li> </ul> <p>Some of Bath and North East Somerset's Schools also have Sports Centres that are open to the public.</p>
<b>Infrastructure being delivered</b>	
<b>Assessment of Infrastructure Needs</b>	<p>National and local policy aims to improve health and wellbeing of the whole population and reduce health inequalities through increasing physical activity levels and increasing participation in Sport and Active Lifestyles.</p> <p>A new clubhouse /social and changing facilities are required at Lansdown associated with a new 3G rubber crumb pitch site, hockey Artificial Grass Pitch (AGP), hockey pitch.</p> <p>Enhanced café and community facilities at Entry Hill (golf course site) are required to support its future use.</p> <p>Additional indoor space is required at Odd Down Sports Ground to include fitness room and studio space is required.</p>



<b>Infrastructure Projects Identified</b>	<p><b>Bath</b> A new clubhouse /social and changing facilities are required at Lansdown associated with a new 3G rubber crumb pitch site, hockey AGP, hockey pitch. Additional indoor space at Odd Down Sports Ground</p> <p><b>Somer Valley</b> Westhill Recreation Ground, Westfield – New Pavilion and fitness circuit.</p>
<b>Funding</b>	<p>CIL /S106/Grants</p>
<b>Future Issues/Risks</b>	<p>The maintenance, replacement and repair of existing infrastructure is a critical issue. Repairs are required to maintain safety standards and protect the Council's liability.</p>

<b>COMMUNITY FACILITIES</b>	<b>CHILDREN'S PLAY AREAS</b>
<b>Lead Responsibility for Delivery</b>	B&NES and Parish Councils
<b>Key Evidence Base</b>	Green Space Strategy 2015
<b>Consultations</b>	
<b>Existing provision</b>	There are numerous playgrounds and play areas in the B&NES area, 47 of which the Council is responsible for maintaining.
<b>Infrastructure being delivered</b>	<p><b>Keynsham</b> Queens Road Play Area</p> <p><b>Rural Areas</b> Whitchurch Play area refurbishment</p>
<b>Assessment of Infrastructure Needs</b>	<p>Play is essential to the healthy development of children and young people – not just their physical development, but their social and cognitive development too. All children and young people, including those who are disabled or have specific needs, should have opportunities to experience challenge and take risks while playing.</p> <p>The Parks service undertook a review of its formal play areas to understand levels of use and identify any duplication in provision. The review also sought to understand which of its spaces offered the best play value, using a methodology based on guidance issued by Play England.</p> <p>The review assigned a score to each of the B&amp;NES and Curo play areas and scores were based on the quality and range of facilities at each site: the play equipment itself and other features such as seating, access and toilets. The team also conducted a mapping exercise to understand what - if any - duplication of provision there is throughout the district. Finally, the study identified village sites and those next to schools and active travel routes (such as cycle routes) and locations with other nearby play facilities (such as a playing field).</p> <p>The Council has agreed to:</p> <p><b>Bath</b></p> <ul style="list-style-type: none"> <li>• Undertake a further consultation on the future of the play area and adjacent open space at Ridge Green Close/ Sulis Meadows in Bath</li> <li>• At Calton Road, Widcombe Bath, re-purpose the space to provide a new natural play area.</li> <li>• At St Saviours Road Play Area Bath - improve the wider landscape throughout the open space to include new pathways, trees and benches and to re-purpose the play offer. There will be no changes to the current play facilities until the updated landscape plan has been shared publically and completed.</li> <li>• At Parry Close in Bath, re-purpose the space by removing the existing play equipment, re-planting the area with trees and installing a bench in the</li> </ul>

	<p>space.</p> <p>Further investment will be needed over the plan period.</p> <p><b>Somer Valley</b>  Proceed to community asset transfer the play area at Collier's Way, Haydon from Bath and North East Somerset Council (B&amp;NES) to Radstock Town Council.</p> <p>Proceed to community asset transfer the play area at Manor Copse, Writhlington from B&amp;NES to Radstock Town Council and allocate £18,575.55 from developer's contributions associated with development 13/01709/OUT (Parcel 1934 Knobsbury Lane, Writhlington) to match fund investment in the site.</p> <p>At Hillside Crescent, Midsomer Norton, to further explore the option to create a community garden or mixed growing and play space. This will involve allocating £26,835 from developer's contributions associated with developments (09/04488/FUL; 10/04015/FUL and 14/03867/FUL) as potential match funding to invest in the site.</p>
<b>Infrastructure Projects Identified</b>	<p>Play areas are planned as part of the following developments:</p> <p>Sulis Down, Bath</p> <p>East Keynsham Core Strategy Allocation – Improvement to Teviot Road Play area, Keynsham.</p> <p>Monger lane, Midsomer Norton</p> <p>Play Area Enhancements:  Radstock – Tom Huyton Park Play Area</p>
<b>Funding</b>	CIL/S106/Public sector
<b>Future Issues/Risks</b>	The maintenance, replacement and repair of existing play areas are critical issues. Repairs are required to maintain safety standards and protect the Council's liability.

<b>COMMUNITY FACILITIES</b>	<b>PRIMARY HEALTH CARE PROVISION</b>
<b>Responsibility for Delivery</b>	<p>Primary care comprises GP practices, plus community pharmacists, dentists and opticians</p> <p><b>NHS Bath and North East Somerset, Swindon and Wiltshire (BSW) CCG</b> has overall responsibility for planning and buying healthcare services in Bath and North East Somerset (CCGs merged April 2020).</p> <p>Since April 2016, leaders of health and care organisations from B&amp;NES, Swindon and Wiltshire (BSW Area) have been working together as a <b>Sustainability and Transformation Partnership</b>. From April 2022 this will be formed by legislation into an <b>Integrated Care System (ICS)</b> which includes Bath and North East Somerset Council, Royal United Hospital NHS Foundation Trust, Avon and Wiltshire Mental Health Partnership NHS Trust and the South Western Ambulance Service.</p> <p>Responsibility for delivering primary healthcare services across the area rests with a variety of “provider” organisations, but primarily rests with the GP practices.</p>
<b>Evidence Base</b>	<p>The NHS Long Term Plan -January 2019, Investment and Evolution: A five-year framework for GP contract reform to implement The NHS Long Term Plan January 2019</p> <p>B&amp;NES CCG Primary Care Strategy 2018 – 2020 Draft document - Our plan for health and care 2020-2024<sup>42</sup> B&amp;NES, Swindon and Wiltshire Partnership B&amp;NES Pharmaceutical Needs Assessment (PNA) 2018-2021<sup>43</sup></p>
<b>Consultations</b>	
<b>Existing provision</b>	<p>22 <b>GP practices</b> in B&amp;NES have joined together as six Primary Care Networks (PCNs) to share expertise and resources. The PCNs in B&amp;NES are as follows</p> <p>Bath area Bath Independents (population served = 30,000) Batheaston, Fairfield Park, Widcombe</p> <p>Minerva (population served = 35,000) Combe Down, Newbridge, Rush Hill and Weston, St Michael's Partnership</p> <p>Heart of Bath (population served = 28,000) Merged practices of: St James', Oldfield, Number 18, Catherine Cottage</p> <p>Unity Medical Group (population served = 27,000) University Medical Centre, Pulteney</p>

<sup>42</sup> [http://www.bswstp.nhs.uk/wp-content/uploads/2020/03/Our-Plan-for-Health-and-Care-2020-2024\\_compressed-1.pdf](http://www.bswstp.nhs.uk/wp-content/uploads/2020/03/Our-Plan-for-Health-and-Care-2020-2024_compressed-1.pdf)

<sup>43</sup> [http://www.bathnes.gov.uk/sites/default/files/siteimages/Your-Council/Local-Research-Statistics/2018\\_bnes\\_pna\\_approved.pdf](http://www.bathnes.gov.uk/sites/default/files/siteimages/Your-Council/Local-Research-Statistics/2018_bnes_pna_approved.pdf)

	<p>Keynsham Keynsham (population served = 26,000) St Augustine's, Temple House, Westview</p> <p>Somer Valley/Rural Three Valleys Health (population served = 68,000) Hope House, Westfield, St Chad's and Chilcompton, Somerton, St Mary's, Hillcrest, Elm Hayes, Harptree, Chew Medical</p> <p>There are a large number of <b>dental practices</b> for the population: 32 practices including 2 corporate groups and a range of independents. There is a very good geographical spread. Dental services benchmark high against the vital signs quality indicators.</p> <p>There are currently 40 <b>pharmacy</b> contractors in B&amp;NES. The B&amp;NES Pharmaceutical Needs Assessment (PNA) 2018 -2021 states there are no significant gaps in the current provision of easily accessible local community pharmaceutical services that serve all three PNA areas in B&amp;NES</p> <p>There are 22 high street <b>opticians</b>, a relatively high number for the population size.</p>
<p><b>Infrastructure under construction</b></p>	<p>In the Somer Valley, planning permission (17/01466/FUL) was granted on 9th August 2018 for the "Development of a new Healthy Living Centre (1,441 sqm GIA) to provide new health centre, B&amp;NES Council Children's Services and Community Health and Social Care Services.</p> <p>The Centre will incorporate a relocated and expanded Hope House Surgery that currently lacks space and has no room for expansion. The project commenced in early 2021, it is anticipated that the scheme will be completed in Winter 2022.</p>
<p><b>Assessment of Infrastructure Needs</b></p>	<p>Over the next five years, each Primary Care Network (PCN) will be given the opportunity to develop their teams of healthcare professionals to include staff such as GPs, district nurses, pharmacists, paramedics, physiotherapists, physician associates, and staff working in social care or the voluntary sector. PCNs will also be working with hospitals, community services, public health and the council to join up health and care services and enable a greater focus on prevention of ill health.</p> <p>GP practices are working together within their PCNs to development PCN estate plans.</p> <p>The B&amp;NES Pharmaceutical Needs Assessment (PNA) 2018-2021 indicates "<i>•There are no significant gaps in the current provision of easily accessible local community pharmaceutical services that serve all three PNA areas in B&amp;NES.</i></p> <p><i>•It is anticipated that current pharmaceutical provision from existing</i></p>

	<p>pharmacies will be able to cope with the demand from new populations during the period of this PNA, i.e. 1<sup>st</sup> April 2018 to 31<sup>st</sup> March 2021. This will be reviewed, at the latest, during 2020/21.</p> <ul style="list-style-type: none"> <li>•There are no known planned relevant local NHS services that could significantly alter the need for pharmaceutical services in B&amp;NES.</li> </ul>
<b>Funding</b>	The NHS supports Primary Care across the area to secure funding for premises, these funding options depend upon the scheme and the availability of capital.
<b>Infrastructure Projects Identified</b>	<p>In <b>Bath</b> the following projects are identified as priorities.</p> <p>Expansion of Oldfield Surgery, Upper Oldfield Park, Bath to provide a wider range of primary and community health services. This scheme will provide additional capacity to delivery primary care services for the planned housing growth in the central area.</p> <p>Exploration of potential expansion options at Combe Down Surgery to serve housing growth at Mulberry Park, Fox Hill, and Odd Down urban extension area.</p> <p>There is an extant planning commitment to provide a surgery as part of the Bath Western Riverside which will be taken into account.</p> <p>A series of smaller improvement projects are likely to be required to support multiple pockets of growth across the area.</p>
<b>Future Issues/Risks</b>	The B&NES, Swindon and Wiltshire ICS partnership is currently working to coordinate its strategic estates plans for health and care and planning the future estate need based on future clinical models.

<b>COMMUNITY FACILITIES</b>	<b>SECONDARY HEALTHCARE (URGENT, ELECTIVE &amp; SPECIALIST)</b>
<b>Responsibility for Delivery</b>	Services within the area are predominantly provided by Royal United Hospitals NHS Foundation Trust (RUH). The RUH provides acute treatment and care for a catchment population of around 500,000 people in Bath, and the surrounding towns and villages in North East Somerset and Western Wiltshire.
<b>Key Evidence Base</b>	RUH Redevelopment Plan <sup>44</sup> The NHS Long Term Plan-January 2019
<b>Consultations</b>	
<b>Existing provision</b>	<p>The RUH is a major acute hospital in Combe Park on the north western side of the city of Bath. It provides care for the people of Bath and North East Somerset, north and west Wiltshire, Somerset (Mendip) and South Gloucestershire. It runs a number of clinics at other centres across the region. Since 2015 the specialist services of the Royal National Hospital for Rheumatic Diseases (RNHRD) has been incorporated. The RUH have also acquired a private healthcare business (formerly Circle Bath) now call Sulis Hospital. This business was acquired 1st June 2021 and is located in Peasedown St. John.</p> <p>The RUH provides a service for patients needing emergency and unplanned specialist care, 24 hours a day, every day of the year</p> <p>Specialised care is delivered in a number of areas including:</p> <ul style="list-style-type: none"> <li>• Cancer care</li> <li>• Cardiac and stroke</li> <li>• Care for older people, particularly those with dementia</li> <li>• Higher levels of critical care</li> <li>• Maternity services</li> <li>• Rheumatology, pain and fatigue (RNHRD)</li> <li>• Specialist orthopaedics (surgery on joints and bones)</li> <li>• Tertiary and pulmonary hypertension</li> </ul> <p>The RUH, in partnership with local universities and colleges, also plays a major role in education and research.</p>
<b>Infrastructure under construction</b>	"RUH North" - Demolition works are in progress in preparation for the Dyson Cancer Centre which should be starting on site in 2021.
<b>Assessment of Infrastructure Needs</b>	<p>Further assessment of the hospital infrastructure needs are underway with a further RUH Estates strategy expected in 2021, providing a short term view (the next 5 years), and a longer term view (up to 10 years).</p> <p>The Estates strategy will be supported by the Existing RUH sustainability management plan and an Energy Strategy that will layout the road map identifying the infrastructure needs to ensure the RUH can achieve net zero carbon by 2030.</p>

<sup>44</sup>

[https://www.ruh.nhs.uk/about/fit\\_for\\_the\\_future/index.asp?menu\\_id=1](https://www.ruh.nhs.uk/about/fit_for_the_future/index.asp?menu_id=1)

	<p>Although the Energy Strategy is still in draft there is a strong indication that there will be increased demand for green energy sources and subsequently increased demand on electrical infrastructure.</p> <p>Cycle and Electric Vehicle infrastructure upgrades are to be planned in due course.</p>
<b>Funding</b>	<p>The implementation of schemes at the RUH relies on a variety of funding sources including NHS capital and charitable donations.</p> <p>RUH NHS Trust has also secured funding via the Governments New Hospital Programme (NHP) to construct the Dyson Cancer Centre.</p>
<b>Infrastructure Projects Identified</b>	<p><b>Phase 3 of RUH Redevelopment</b></p> <p>Phase 3 will see the completion of the current programme of work on the Combe Park site in line with the current Estates Strategy.</p> <p>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. The completion of the development programme will see the demolition of all war time building stock which is of poor quality, thus transforming the RUH site.</p> <p><b>RUH Estate Strategy Review - Future Clinical Needs</b></p> <p>The RUH are in the process of developing the next Estates Strategy that will plan the next 10 years. Based upon healthcare planning and future clinical needs the Trust has identified services and facilities that need to be updated/expanded to meet demand and provide more capacity resulting from an increased and changing population. The Estates Strategy is yet to be finalised but is likely to include the following projects:-</p> <ul style="list-style-type: none"> <li>• Alongside Midwifery Unit – related to consultation Transforming Maternity Services Together</li> <li>• Backlog Maintenance Reduction – including demolition of remainder of North Block</li> <li>• Green Heart – open green space at the heart of the hospital</li> <li>• Breast Unit Expansion</li> <li>• Reinstatement of Manor House Allotments into community space / amenity</li> <li>• Energy centre and controls upgrades and optimisation – carbon and energy reduction</li> <li>• Eco Garden potentially located at Lansdown Carpark although other locations on site are also being considered</li> <li>• Changing Places' provision - accessible toilets and changing facilities</li> <li>• Transport infrastructure (Sustainable Travel Hub / cycle facilities / decked car park)</li> <li>• Development of public transport infrastructure including wayfinding of</li> </ul>



	<ul style="list-style-type: none"> <li>car parks external to RUH estate</li> <li>• EV infrastructure including solar canopies integrated into parking facilities</li> <li>• Theatre Programme – Upgrade of Theatres to Digital / Robotics</li> <li>• Ward Programme – Upgrade of Wards</li> <li>• Intensive Care Upgrade – Upgrade</li> <li>• New gas main to serve Cancer Centre</li> <li>• Electrical Infrastructure – Renewables and energy consumption reduction</li> <li>• Other renewables – hydrogen</li> <li>• Electrical infrastructure – upgrades to provide additional capacity enable proceeding to net zero carbon</li> <li>• Sulis – additional diagnostic equipment</li> <li>• Sulis – additional operating theatre</li> <li>• Modifications to make Estate more dementia friendly</li> <li>• Upgrades to waste infrastructure onsite to improve segregation and increase recycling</li> <li>• Catering/restaurant facilities upgrade to integrate community</li> <li>• Upgrades to leisure facilities – Health and wellbeing</li> <li>• Staff health and Wellbeing facilities – changing rooms/break out facilities</li> </ul>
<p><b>Future Issues/ Risks</b></p>	<p>The B&amp;NES, Swindon and Wiltshire Integrated Care System partnership is currently working to coordinate its strategic estates plans for health and care and planning the future estate need based on future clinical models.</p> <p>The Trust works with B&amp;NES Council to promote sustainable travel. Whilst additional parking has been put in place as part of the redevelopment of the site, improvements and expansion of the Park and Ride schemes accessing Combe Park are needed, enabling more patients to reduce the number of patients travelling to the site by car.</p>

<b>COMMUNITY FACILITIES</b>	<b>MENTAL HEALTH CARE, COMMUNITY HEALTH &amp; SOCIAL CARE</b>
<b>Responsibility for Delivery</b>	<p>Avon and Wiltshire Mental Health Partnership NHS Trust (AWP) provides both primary and secondary mental health services through a range of direct contracts and partnership arrangements.</p> <p>Virgin Care Services Limited on behalf of Bath and North East Somerset Council and the CCG provide community health and social care and work alongside a range of local NHS, social enterprise and voluntary sector organisations to improve the physical and mental health and wellbeing of everyone in the area.</p>
<b>Key Evidence Base</b>	The NHS Long Term Plan-January 2019
<b>Consultations</b>	
<b>Existing provision</b>	<p>A variety of mental health services are provided by AWP from:</p> <ul style="list-style-type: none"> <li>• Hillview Lodge and Bath NHS House, adjacent to the RUH Bath;</li> <li>• The Hollies in Midsomer Norton; and</li> <li>• other locations within the community.</li> </ul> <p>There is also a significant element of mobile service provision being planned and implemented, plus clinical sessions at other service points such as GP surgeries. This will continue to increase as the Trust-managed estate is consolidated. The estate and facilities services will be developed to facilitate these changes.</p> <p>Community healthcare covers a wide range of diagnostic and healthcare services, including non-acute mental health services, which provide a means of delivering care closer to home than from a hospital setting</p> <p>Services are provided from St Martin's, Bath and Paulton Community Hospitals, and other locations in the community, including in people's homes.</p> <p>RUH provides maternity services for B&amp;NES residents on the RUH and Paulton hospital sites and in the community.</p> <p>There are over 200 different community care and health services in B&amp;NES provided by over 60 different organisations, co-ordinated by Virgin Care.</p>
<b>Infrastructure under construction</b>	In August 2021 the Older Adults mental health inpatient service will relocate from Ward 4, St Martins to Hillview Lodge, RUH as part of a national strategy to eliminate dormitory wards in mental health care.
<b>Assessment of Infrastructure Needs</b>	<p>AWP is currently updating its estates strategy for the services that it provides, including across the B&amp;NES area.</p> <p>Virgin Care will work with commissioners and other providers in the area to review the ongoing requirements for infrastructure from which to deliver care.</p>
<b>Funding</b>	To be confirmed.

<b>Infrastructure Projects Identified</b>	To be confirmed.
<b>Future Issues/Risks</b>	The B&NES, Swindon and Wiltshire ICS partnership is currently working to coordinate its strategic estates plans for health and care and planning the future estate need based on future clinical models.

<b>COMMUNITY FACILITIES</b>	<b>AMBULANCE SERVICE</b>
<b>Responsibility for Delivery</b>	South Western Ambulance Service NHS Foundation Trust (SWAS)
<b>Key Evidence Base</b>	
<b>Consultations</b>	
<b>Existing provision</b>	Within the district the service operates from ambulance stations in Bath, Keynsham and Paulton. In addition, it makes use of standby points including at St Martin's Hospital and Midsomer Norton.
<b>Infrastructure under construction</b>	
<b>Assessment of Infrastructure Needs</b>	<p>Response times are set for incidents. The Operational Research in Health (ORH) modelling is reviewing the estate in order to identify the most appropriate locations to improve responses to patients.</p> <p>The existing ambulance station in Bath is in need of replacement as it is nearing the end of its economic life and is constrained in terms of meeting the requirements of modern ambulance vehicles. Response times are also affected by traffic congestion.</p> <p>The SWAS is currently undertaking a modelling exercise which will have implications for the B&amp;NES area. The work will provide more detailed information relating to required future provisions such as ambulance "stand by points".</p>
<b>Infrastructure Projects Identified</b>	
<b>Funding</b>	Potential funding from releasing One Public Estate sites for housing.
<b>Future Issues / Risks</b>	

<b>COMMUNITY FACILITIES</b>	<b>COMMUNITY CENTRES</b>
<b>Lead Responsibility for Delivery</b>	Various organisations including Parish Councils, developers and charities/ voluntary organisations.
<b>Key Evidence Base</b>	Rural Facilities Audit 2015 provides details of facilities. Neighbourhood Plans
<b>Consultations</b>	
<b>Existing provision</b>	<p>There are a large number of community centres owned and operated by community organisations across the B&amp;NES area. There are also a number of village halls, church halls, sports club buildings, Scout huts and other facilities that provide venues for a range of community activities.</p> <p>The B&amp;NES Core Strategy /Placemaking Plan recognise that public houses play an important role as a community resource, particularly in rural areas and local centres. They are also often used as a venue for social activities, offering a range of diverse services including libraries, childcare, meeting spaces for community groups, and shops.</p>
<b>Infrastructure being delivered</b>	Batheaston Village Hall – Under construction. See Planning Permission 15/05152/FUL Erection of a new single storey Village Hall including activity rooms, kitchen, toilets, stores and associated external works following demolition of the existing Church Hall.
<b>Assessment of Infrastructure Needs</b>	<p>Community halls and centres are important facilities in towns and villages as they provide a mechanism to promote wellbeing and community cohesion. <i>The B&amp;NES Core Strategy / Placemaking Plan policy aims include to:</i></p> <p><i>“Encourage flexible use of community and recreational facilities and venues and co-location of services”</i></p> <p><i>“safeguard against the loss of community facilities, unless it can be demonstrated that they are no longer needed by the community they serve”</i></p> <p>The following project requirements have been identified through a review of Neighbourhood Plans and planning history and known future requirements. This is not a comprehensive assessment.</p> <p><b>Bath</b> A community hub is planned as part of the Bath Riverside development</p> <p><b>Somer Valley</b> The <b>Westfield</b> Neighbourhood Plan identifies key infrastructure including a Community Centre for Westfield <i>‘to be funded via the Community Infrastructure Levy, s.106 or other grant funding’</i>.</p> <p><b>Rural Areas</b> The <b>Freshford</b> Neighbourhood Plan has a proposal to enhance, modernise and extend the existing Freshford Village Memorial Hall. A Community Right</p>

	to Build Order has been approved.  <b>Whitchurch</b> Neighbourhood Plan identifies the need for a need for an expansion to the existing village hall.
<b>Infrastructure Projects Identified</b>	This list excludes small scale projects such as access improvements and hall refurbishments  Café and community spaces at Entry Hill (golf course site)  Freshford Memorial Hall redevelopment (Community Right to Build Order) <sup>45</sup>
<b>Funding</b>	CIL/S106/ grant funding
<b>Future Issues/ Risks</b>	Availability of funding for projects and maintenance/ running costs.

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<sup>45</sup> <https://beta.bathnes.gov.uk/policy-and-documents-library/freshford-village-hall>

<b>COMMUNITY FACILITIES</b>	<b>YOUTH SERVICES</b>
<b>Lead Responsibility for Delivery</b>	B&NES Council and Voluntary Organisations
<b>Key Evidence Base</b>	Youth connect policies procedures and guidelines <sup>46</sup>
<b>Consultations</b>	Foxhill consultation report Radstock and Westfield youth consultation Consultation with young people in central Bath.
<b>Existing provision</b>	Youth Connect South West is an independent non profit charity and is commissioned by the Council to provide positive activities to young people, work to monitor and support young people in Education, Training and Employment and provide support on behalf of the Council  Southside Youth Hub has been leased to Youth Connect South West and Riverside Youth Hub has been leased to Mentoring Plus. There are also youth hubs at Peasedown St John and Radstock.
<b>Infrastructure being delivered</b>	
<b>Assessment of Infrastructure Needs</b>	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 following requirements have been identified.  <b>District wide</b> Youth service requirements resulting from the housing growth in future growth will be considered.  Parks & Green Space Youth Community Engagement A programme resulting in social connection with green space and outdoor activities. Likely to include Youth Rangers and infrastructure improvements.  <b>Bath</b> Improvements are required to the Southside Youth Hub. Youth service provision is required for Bath City Centre.  Foxhill – consideration regarding the development of adequate provision in the areas of Foxhill and Mulberry park potentially linked to the new hub building.  <b>Somer Valley</b> A suitable building is required for Youth and Community work in Radstock this may be the redevelopment of the existing Children's centre

<sup>46</sup> <http://www.bathnes.gov.uk/services/children-young-people-and-families/strategies-policies-planning/youth-service-policies-proc>

<b>Infrastructure Projects Identified</b>	<b>Bath</b> Improvements to Southside Youth Hub, Bath Bath City Centre Youth provision Foxhill development linked to the hub  <b>Somer Valley</b> Radstock: provision of accommodation for youth provision.
<b>Funding</b>	S106/ Public Sector funding/Grants
<b>Future Issues/Risks</b>	Funding for premises and delivery of services is a key issue.



<b>COMMUNITY FACILITIES</b>	<b>LIBRARIES</b>
<b>Lead Responsibility for Delivery</b>	<p>B&amp;NES Council has responsibility for libraries in the three main population centres in Bath, Keynsham and Midsomer Norton.</p> <p>B&amp;NES Council worked with local communities and parish councils to move previous council run branch libraries onto a community led model for a new approach to the delivery of community run library services across the area. Under this scheme local community groups are responsible for the running costs, staff and managing volunteers.</p>
<b>Key Evidence Base</b>	Library and Information Service Framework <sup>47</sup>
<b>Consultations</b>	
<b>Existing provision</b>	<p>Core Libraries run by Bath &amp; North East Somerset Council</p> <ul style="list-style-type: none"> <li>• Bath</li> <li>• Keynsham</li> <li>• Midsomer Norton</li> <li>• Mobile Library</li> </ul> <p>Community Run Libraries (run under the Council's agreement for professional guidance and book stock)</p> <ul style="list-style-type: none"> <li>• Radstock Hub</li> <li>• Moorland Road Community Library</li> <li>• Saltford Community Library and Post office</li> <li>• The Hub at Paulton</li> <li>• Weston Community Library</li> <li>• Bishop Sutton Community Library</li> <li>• Timsbury Hub</li> </ul> <p>Independent Libraries</p> <ul style="list-style-type: none"> <li>• Larkhall Community Library</li> <li>• Combe Hay Community Library</li> <li>• Southside Community Centre</li> </ul>
<b>Infrastructure under construction</b>	.
<b>Assessment of Infrastructure Needs</b>	<p>Following the completion of the Council's Modern Libraries Programme there are three core council run libraries in the main population centres at Bath, Keynsham and Midsomer Norton.</p> <p>B&amp;NES Council worked with local communities and parish councils to move previous council run branch libraries onto community led models.</p>

<sup>47</sup> [http://www.bathnes.gov.uk/sites/default/files/library\\_and\\_information\\_service\\_framework.pdf](http://www.bathnes.gov.uk/sites/default/files/library_and_information_service_framework.pdf)

<b>Infrastructure Projects Identified</b>	Radstock – Waterloo Road open space site – Planning Permission has been granted for the Development of a new Healthy Living Centre to provide new health centre and ancillary pharmacy, community kitchen, children's centre and library (ref 17/01466/FUL).
<b>Funding</b>	B&NES funding for community led models.
<b>Future Issues/Risks</b>	Community Led model of libraries where local community groups would be responsible for the running costs, staff and managing the volunteers is reliant on community groups organisation and funding.

<b>COMMUNITY FACILITIES</b>	<b>CEMETERIES</b>
<b>Lead Responsibility for Delivery</b>	B&NES Council
<b>Key Evidence Base</b>	B&NES web page: <a href="http://www.bathnes.gov.uk/services/births-marriages-and-deaths/burials-and-cremations/cemeteries">http://www.bathnes.gov.uk/services/births-marriages-and-deaths/burials-and-cremations/cemeteries</a>
<b>Consultations</b>	
<b>Existing provision</b>	The Council owns and manages the Haycombe Crematorium and Cemetery, on the edge of Bath, and Harptree Cemetery, Chew Valley and is responsible for the maintenance for 30 closed cemeteries. Others are owned and managed by the Town and Parish Councils or Parochial Church Councils.
<b>Infrastructure under construction</b>	
<b>Assessment of Infrastructure Needs</b>	<p>Demand for burial sites, and new approaches to burials, such as natural green burials, affect infrastructure requirements.</p> <p>Land is safeguarded for extensions to cemeteries at Haycombe, Bath and Ashgrove Cemetery, Eckweek Lane, Peasedown St John.</p> <p>The cemetery at Durley Hill, Keynsham is estimated to meet demand up to around 2024. Keynsham Town Council has agreed to consider looking for additional land for a cemetery in Keynsham to plan for the long term.</p>
<b>Infrastructure Projects Identified</b>	Haycombe Cemetery extension to increase capacity of the Cemetery.
<b>Funding</b>	Public/Private
<b>Future Issues/Risks</b>	

TRANSPORT	RAIL
<p><b>Lead Responsibility for Delivery</b></p>	<p>The Department for Transport (DfT) has overall strategic and financial responsibilities for railways and awards the franchises for passenger rail services.</p> <p>Network Rail is responsible for maintenance and investment in track, signalling systems, bridges and tunnels.</p> <p>It has been agreed that to support better integration between local and national networks, the Government and WECA will enter into joint working arrangements with Network Rail on local investment through a new Memorandum of Understanding</p> <p>Great Western Railway currently runs passenger train services and leases and manages stations from Network Rail. South Western Railway runs a limited number of trains to/from Bristol Temple Meads via Bath Spa.</p>
<p><b>Key Evidence Base</b></p>	<p>West of England Joint Transport Study Transport Study (2017) (JTS)  West of England Joint Local Transport Plan 4 (March 2020)(JLTP4)  Joint Network Rail and WECA 10 Year Rail Delivery Plan 2020 to 2030<sup>48</sup>  Transport Delivery Plan February 2021</p>
<p><b>Consultations</b></p>	
<p><b>Existing provision</b></p>	<p>There are presently four stations within B&amp;NES, at Bath Spa, Oldfield Park, Keynsham and Freshford. Bath benefits from good rail (time) connections to Bristol and London, although there is still only an hourly rail link between Keynsham and Bristol for most parts of the day. Bristol Temple Meads station is a national hub station (category A station) and Bath Spa station is an important feeder (category C1 station). Keynsham is a Category F1 small unstaffed station and Oldfield Park is a Category F2 small unstaffed station</p>
<p><b>Infrastructure under construction</b></p>	
<p><b>Assessment of Infrastructure Needs</b></p>	<p>The JLTP4 states “The full electrification of the Great Western Main Line to Bristol Temple Meads, via Bath Spa and Bristol Parkway, remains an aspiration, as does the extension of electrification from Birmingham to Bristol and on to Weston-super-Mare”</p> <p>MetroWest 1 and 2 projects ongoing – see below for projects identified.</p> <p>The JLTP4 also states that new stations will be considered including at Saltford, and new links to Thornbury and Bristol Airport.</p> <p>Keynsham station passenger facilities are identified to be upgraded including new parking facilities.</p>

<sup>48</sup> <https://www.westofengland-ca.gov.uk/wp-content/uploads/2021/03/10-Year-Rail-Delivery-Plan.pdf>

	<p>One of the two platforms at Freshford station does not have step free access In October 2019 WECA submitted a bid to the Department for Transport's (DfT's) Access for All Mid-Tier Programme for the West of England Station Enhancements project. This was for a package of measures for local stations across the West of England rail network focusing on improvements to wayfinding to and from and within the stations, seating, branding and shelters. The stations included Freshford Railway Station. In February 2020 confirmation was received from DfT that funding of £0.548m has been awarded with delivery over 2020/21 to 2021/22. The funding committed by the DfT is on condition of £0.552m match funding being provided by WECA. A business case for match funding has been made to the WECA Investment Fund.</p>
<p><b>Infrastructure Projects Identified</b></p>	<p><b>District</b> Great Western Upgrade Programme</p> <p>MetroWest Phase 1 comprises the delivery of infrastructure and passenger train operations to provide: i) a half hourly service for the Severn Beach line; ii) Upgrading the Bath Spa to Bristol line with a half hourly train service for Keynsham and Oldfield Park stations.; and iii) an hourly service (or an hourly service plus) for a reopened Portishead Branch Line with stations at Portishead and Pill.</p> <p>Rail Improvements to existing the Keynsham Station.</p> <p>Greater Bristol Area Rail Feasibility Study including looking at a new station at Saltford.</p> <p>West of England Station Enhancements Project - Step free access to Up platform at Freshford Station</p>
<p><b>Funding</b></p>	<p>West of England Devolution Deal, Local Growth Fund, Network Rail, Train Operating Companies.</p>
<p><b>Future Issues/ Risks</b></p>	<p>Funding for all the schemes is not secured, and bids for funding will be required.</p> <p>In addition to links to London it is important to recognise the importance of effective rail connectivity to the Midlands, the South West Peninsula and the South Coast</p>

<b>TRANSPORT</b>	<b>BUS AND MASS TRANSIT</b>
<b>Lead Responsibility for Delivery</b>	WECA is the local transport authority for the B&NES area however under the WECA Devolution Agreement, powers to procure and fund non-commercial bus services are joint, between WECA and the constituent councils (including B&NES).
<b>Key Evidence Base</b>	West of England Joint Transport Study Transport Study 2017 (JTS) West of England Joint Local Transport Plan 4 (March 2020) (JLTP4) Bath Transport Strategy approved November 2014 (BTS) Keynsham Transport Strategy approved 2016 (KTS) Somerset Valley Transport Strategy 2018 Chew Valley Transport Strategy 2018 West of England Bus Strategy 2020 <sup>49</sup> WECA Transport Delivery Plan Feb 2021 <sup>50</sup>
<b>Consultations</b>	Bristol to Bath Corridor Survey consultation ending 10 Sept 2021
<b>Existing provision</b>	Three Park and Ride sites around Bath (Lansdown, Newbridge and Odd Down) are well-established  Of around 1,200 bus stops in B&NES, nearly 300 have bus shelters in place, of which around 240 have been installed in the last 5 years supported by the Bath Transportation Package and Greater Bristol Bus Network packages of government support. Real Time information displays are in place at 246 stops, but not all of these are within shelters.  Less than half of all stops are fully accessible as less than 600 have raised kerbs compatible with level access to the low floor bus fleets.
<b>Infrastructure under construction</b>	Real Time Information System Upgrade programme
<b>Assessment of Infrastructure Needs</b>	The JLTP4 identifies Mass Transit Bristol to Bath - Initial priority for metrobus corridor to Bath, with longer-term ambition for a high-frequency mass transit solution between Bristol and Bath. There is a longer-term ambition for light rail between the Hicks Gate/Keynsham area and Bristol city centre, to serve Hicks Gate Park & Ride/transport interchange and beyond, and Temple Meads.  The West of England Bus Strategy includes the following bus strategy themes (extract)  -A well-designed network that is simple, coherent and efficient across the region Cross-city high frequency services Orbital high frequency services -Better services for people in rural areas -More reliable and faster buses through priority infrastructure -Simple, smart and convenient ticketing -A network complemented by community and demand responsive

<sup>49</sup> <https://s3-eu-west-1.amazonaws.com/travelwest/wp-content/uploads/2020/06/West-of-England-Bus-Strategy.pdf>

<sup>50</sup> <https://www.westofengland-ca.gov.uk/wp-content/uploads/2021/03/WECA-Transport-Delivery-Plan.pdf>

	<p>transport</p> <p>There is substantial scope to improve the level provision of bus shelters at stops, the availability of real time information at stops; and level access to bus services through raised kerbs.</p> <p>Park and Ride The JLPT4 states that locations and sites being considered for expansion, include Odd Down and Lansdown Park and Ride sites.</p> <p>Proposals to increase bus priority measures</p> <p>The Bath Transport delivery plan will provide an holistic transport plan that will include public transport measures.</p> <p>Opportunities to improve public transport links for the Somer Valley to Bath and Bristol, including transport interchange / P&amp;R will be developed.</p> <p>Longer term consideration of the potential of new and expanded Park &amp; Ride sites linked to mass transit routes, as well as exploring the potential for sites to act as transport interchanges which could include improved links to public transport, substantial increases in cycle parking, cycle hire facilities, innovative last mile freight solutions and access to electric charging points"</p>
<b>Infrastructure Projects Identified</b>	<p>Refer to Part 4 Schedule.</p> <p>Expansion of Odd Down and Lansdown Park and Ride sites and improvements to access by non car modes to the sites/interchanges.</p>
<b>Funding</b>	<p>WECA has joint powers with B&amp;NES to support bus services, including formulating policies for the provision of socially necessary services /B&amp;NES funding/ S106/CIL</p>
<b>Future Issues/ Risks</b>	<p>New forms of mobility, such as shared mobility and connected and autonomous vehicles, could have significant impacts on the way that people travel in future. This raises greater uncertainties but must be taken into account in the planning of the future transport system.</p> <p>A future challenge is the need to manage the integration of any mass transit network and metrobus with the local bus network.</p>

<b>TRANSPORT</b>	<b>CYCLING &amp; PEDESTRIAN FACILITIES</b>
<b>Lead Responsibility for Delivery</b>	B&NES Council
<b>Key Evidence Base</b>	West of England Joint Transport Study 2017 (JTS) West of England Joint Local Transport Plan (2016-2036) (JLTP4) (March 2020) Bath Transport Strategy approved November 2014 (BTS) Keynsham Transport Strategy approved 2016 (KTS) Somerset Valley Transport Strategy 2018 Chew Valley Transport Strategy 2018 Public Realm and Movement Strategy for Bath City Centre (July 2010) <sup>51</sup> Sustrans Cycle Review (Nov 2014) Bath Air Quality Action Plan National Air Quality Plan: Bath Keynsham and Saltford Air Quality Action Plan Chew Valley Recreational Trail Planning Application 2018 (ref 18/02543/FUL) Local Cycling and Walking Infrastructure Plan 2020 <sup>52</sup> Draft strategy Low Traffic Neighbourhood, Residents Parking and Electric Vehicles – September 2020
<b>Consultations</b>	Transport and Development Supplementary Planning Document Aug/Sept 2021
<b>Existing provision</b>	The Sustrans Review concludes 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 – these include the Bath Two Tunnels Route, Radstock's Five Arches Greenway and the Colliers Way.
<b>Infrastructure in delivery</b>	Chew Valley Recreational Trail The work being delivered includes: <ul style="list-style-type: none"> <li>• The construction of new 840m off-road shared use path between Woodford Lodge and Walley Lane.</li> <li>• The realignment of the road over the dam to widen the existing footway and provide a segregated cycle/pedestrian path.</li> <li>• The construction of a shared use path between the dam to the north and Hollowbrook Road including replacement of an existing narrow footbridge (total length 1.5km).</li> </ul>
<b>Assessment of Infrastructure Needs</b>	The JLTP4 and LCWIP aim that walking and cycling are the preferred ways of travelling for shorter journeys or as part of a longer journey for everyone in the West of England. The LCWIP identifies a number of improvements to walking and cycling routes. It states that Walking and cycling projects often take 2-3 years. A strategic plan for WECA will be developed that will include rural routes as well as urban routes. The Bath Transport Delivery plan is being developed and will provide an holistic plan for walking cycling and public

<sup>51</sup> [http://www.bathnes.gov.uk/sites/default/files/sitedocuments/Planning-and-Building-Control/MajorProjects/prms\\_2010.pdf](http://www.bathnes.gov.uk/sites/default/files/sitedocuments/Planning-and-Building-Control/MajorProjects/prms_2010.pdf)

<sup>52</sup> <https://s3-eu-west-1.amazonaws.com/travelwest/wp-content/uploads/2020/07/LCWIP.pdf>



transport in Bath.

The LCWIP states that WECA will establish a five year infrastructure delivery plan which will incorporate Local Cycling and Walking Infrastructure Plan schemes alongside other transport infrastructure projects. It states that these improvements are a starting point in how we want the walking and cycling network to evolve over the next 16 years (JLTP plan period). All of these schemes are subject to further modelling, feasibility and design work and consultation with local communities.

All walking and cycling infrastructure schemes will be progressed to optimise the usability, safety and the look and feel of a scheme within its environment through using the latest best practice design standards

The LCWIP provides details of the improvements and the methodology for assessing priority projects.

See schedule of a review of cycle schemes considered including funding priority<sup>53</sup>.

### **Bath**

A Transport Delivery Plan for Bath will provide an holistic transport plan for Bath that will include walking and cycling. The plan is currently being developed. The Liveable neighbourhoods programme has started to be delivered.

### **Keynsham**

The Keynsham Transport Strategy includes the following action:

- In partnership with Bristol and South Gloucestershire, local cycle groups, the Town Council and Sustrans identify priority cycling routes 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.

Liveable neighbourhoods programme will start to be delivered from 2020 onwards.

Draft LPPU Site allocations at East Keynsham include pedestrian cycle route improvements.

### **Somer Valley**

The draft Somer Valley Transport Strategy has a number of items for cycle / pedestrian improvements (refer to schedule).

### **Rural Areas**

The draft Chew Valley Transport Strategy has a number of items for cycle / pedestrian improvements.

<sup>53</sup> [http://www.bathnes.gov.uk/sites/default/files/2\\_appendix\\_a\\_list\\_of\\_recommended\\_schemes\\_2.pdf](http://www.bathnes.gov.uk/sites/default/files/2_appendix_a_list_of_recommended_schemes_2.pdf)

<b>Funding</b>	CIL/S106/Grant funding
<b>Infrastructure Projects Identified</b>	<p>Refer to West of England Local Cycling and Walking Infrastructure Plan and 2020 Part 4 Schedule for details.</p> <p>District The proposed Somerdale Bridge could provide additional River Avon crossing points to improve access to open space, and walking and cycling routes either side of the River Avon.</p> <p>Safer routes to schools</p> <p>Bath City cycle schemes (refer to schedule) including</p> <p>Keynsham schemes (refer to schedule)</p> <p>Midsomer Norton / Radstock Schemes (refer to schedule)</p> <p>Chew Valley schemes including Chew Valley Lake recreational trail. A recreational trail around Chew Valley Lake received planning permission for the northern section in 2019 the project is being progressed.</p> <p>Local Cycling &amp; Walking Infrastructure Plan projects</p>
<b>Future Issues/ Risks</b>	Funding for capital projects and ongoing management and maintenance of the pedestrian/cycle routes is a key issue.

<b>TRANSPORT</b>	<b>SMARTER CHOICES AND AIR QUALITY</b>
<b>Lead Responsibility for Delivery</b>	B&NES Council Public transport operators
<b>Key Evidence Base</b>	WoE Joint Transport Study Transport Study 2017 (JTS) Government's Future of Mobility Strategy (March 2019) <sup>54</sup> National Air Quality Plan: Bath Clean Air Zone for Bath class C Bath Air Quality Action Plan Keynsham, Temple Cloud, Farrington Gurney and Saltford Air Quality Action Plans Environment Act 1995 re Air Quality Management Areas etc Draft Temple Cloud and Farrington Gurney Air Quality Action Plan 2020
<b>Consultations</b>	Transport and Development Supplementary Planning Document Aug /Sept 2021
<b>Existing provision</b>	AQMAs in Bath, Keynsham and Saltford are in place. Farrington Gurney AQMA and Temple Cloud AQMA came into force on 20 August 2018  Clean Air Zone in Bath.  E Scooters trial (see projects identified)
<b>Infrastructure under construction</b>	Installation of electric vehicle charging infrastructure and operation of charging point network including 20 public charge points and 10 charge points at employer sites; the charging network is now being upgraded and expanded following a successful West of England Go Ultra Low City Scheme bid. This will see a doubling of charging points across the sub-region and a number of measures designed to encourage the uptake of ultra-low emission vehicles and improve air quality;  A successful Clean Bus Technology Fund bid means that 35 buses across the West of England area are being retrofitted to meet Euro V and VI standards. A further bid has just been submitted that includes 29 vehicles in Bath to be upgraded to Euro VI.
<b>Assessment of Infrastructure Needs</b>	WECA submitted outline proposal to the Government's Future Mobility Zone (FMZ) fund in May 2019 and has been shortlisted to submit a full bid. The outline was for a transport data hub with each area hosting a range of tailored future mobility solutions, co-developed with communities, partner organisations, local employers and stakeholders, in order to address local transport issues and opportunities.  WECA has been awarded £24m from the Government's Future Transport Zone (FTZ) fund to improve the integration of public transport into local communities by trialling innovative new transport technologies. Refer to <a href="https://www.westofengland-">https://www.westofengland-</a>

<sup>54</sup>

[https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/846593/future-of-mobility-strategy.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/846593/future-of-mobility-strategy.pdf)

	<p><a href="https://www.bath-n-somerset.gov.uk/infrastructure/future-transport-zone/">ca.gov.uk/infrastructure/future-transport-zone/</a> for details.</p> <p>As the source of air pollution in Bath and North East Somerset is overwhelmingly from traffic, the approach to improving air pollution is primarily through traffic and transport improvement measures.</p> <p>The Transport Vision confirms the need for long-term sustained funding of smarter choices programmes to drive behaviour change. These will be important in influencing people's travel choices and will be essential in complementing the investment in new infrastructure for active travel and public transport.</p> <p>The Bath Air Quality Action Plan was consulted on in Autumn 2017. This included 60 measures for reducing pollution. A shortlist of options to achieve the objectives was drawn up early in 2018, all of which included a charging Clean Air Zone. A Class C zone has been implemented. To meet air quality standards, increased EV infrastructure will be required.</p> <p>There will be an ongoing requirement to invest in monitoring infrastructure, particularly associated with larger developments where there will need to be an assessment of their compliance and impact on pollution concentrations on communities.</p> <p>The Council is planning to expand cycle hire into electric cycle hire using GULW (Go Ultra Low West) funding,</p> <p>In B&amp;NES, under the Environment Act 1995, five Air Quality Management Areas (AQMAs) have been declared for nitrogen dioxide (NO2) because national objective levels are being exceeded. These areas include the major road network within Bath, Keynsham High Street and a small section of the A4 in Saltford. An Air Quality Action Plan has been created for each of these areas and these are reviewed at 5 year intervals. New AQMAs came into force at Farrington Gurney and Temple Cloud on 20 August 2018 – The Council must develop Air Quality Action Plans under the Environment Act 1995 to mitigate the levels of nitrogen dioxide in these areas.</p> <p>New technologies also offer the opportunity to significantly shift travel behaviour, from single-occupancy car use to car-sharing, public transport and walking and cycling. This will include new media for providing information on travel choices, with continued development of app-based platforms, helping people to make informed choices based on real-time travel conditions. It will also include new payment and ticketing technologies, with a particular focus on smartcards and mobile ticketing.</p>
<b>Funding</b>	<p>Joint Air Quality Unit (JAQU) (Central Government)  B&amp;NES/ Grant funding  Go Ultra Low West (GULW) funding;</p>

	<p>Developer Contributions (e.g. CIL /S106/Travel Plans); National Campaigns; Local Businesses and Amenity/Interest Groups; Commercial operations e.g. Car Clubs; Health-led projects; Schools and University travel planning.</p>
<b>Infrastructure Projects Identified</b>	<p>Electric Cycle hire</p> <p>Electric Vehicle Charging Network Increase public charging points through 'Go Ultra Low West' (Source West) EV charging infrastructure programme.</p> <p>An E scooter trial underway as part of the WECA Future Mobility Zone Project. Further trial projects will be developed included Mobility as A Service which will aim to facilitate ability to undertake journeys through multiples providers and forms using one platform.</p> <p>Future Transport Zone (FTZ) fund projects</p> <p>See Bus, Cycling and Pedestrian sections for other measures to increase public transport and active travel.</p> <p>There will be an ongoing requirement to invest in monitoring equipment.</p>
<b>Future Issues / Risks</b>	<p>Smarter choices measures are a potential contingency where capital investment cannot be secured for transport infrastructure and can often be effective and efficient interventions.</p> <p>The potential for more stringent air quality standards in particular relating to fine and ultra-fine particles (PM10, PM2.5 and finer) following the forthcoming World Health Organisation review.</p> <p>That the existing monitoring infrastructure will not be suitably located to meet the concentration monitoring requirements of new developments in new areas.</p> <p>The Council will be in breach of the Environment Act 1995 if it fails to develop action plans to mitigate the impact of poor air quality in Temple Cloud and Farrington Gurney, and implement the Bath Clean Air Zone.</p>

TRANSPORT	HIGHWAYS
<p><b>Lead Responsibility for Delivery</b></p>	<p>To support better integration between local and national networks, the government and WECA will enter into joint working arrangements with Highways England on local investment through a new Memorandum of Understanding</p> <p>B&amp;NES is the Local Highway Authority responsible for most of the provision and maintenance of the District's highway infrastructure.</p> <p>The directly elected Mayor of the West of England will take responsibility for a Key Route Network of local roads, which will be defined and agreed by the constituent local authorities and will be managed and maintained at a city region level.</p>
<p><b>Key Evidence Base</b></p>	<p>West of England Joint Local Transport Plan JLTP4 (March 2020)            Bath Transport Strategy approved November 2014<sup>55</sup>            Keynsham Transport Strategy (July 2016)<sup>56</sup>            Chew Valley Transport Strategy 2018            Somer Valley Transport Strategy 2018            West of England Joint Transport Study Transport Study 2017 (JTS)            WECA Transport Delivery Plan Feb 2021</p>
<p><b>Consultations</b></p>	
<p><b>Existing provision</b></p>	<p>Existing highway network.</p>
<p><b>Infrastructure under construction</b></p>	
<p><b>Assessment of Infrastructure Needs</b></p>	<p>The West of England Joint Transport Local Plan (JTLP) sets out a programme of interventions across all travel modes to achieve a significant mode shift from the car and ensure a more efficient, resilient network, to address the scale of existing challenges and future growth.</p> <p>The area currently faces a number of problems with limited travel choices for many people, high levels of car dependence, congestion and poor air quality on the road network.</p> <p>The Council's Transport Improvement programme<sup>57</sup> delivers highway improvement works under the general headings of road safety, safer routes to school, pedestrians, congestion and traffic management schemes.</p> <p><b>District</b>            Refer to the JTLP4.            Beyond West of England Schemes being considered include East of Bath access improvements - Provision of a high quality north-south route</p>

<sup>55</sup> <http://www.bathnes.gov.uk/services/parking-and-travel/transport-plans-and-policies/bath-transport-package>

<sup>56</sup> <http://www.bathnes.gov.uk/services/parking-and-travel/transport-plans-and-policies/getting-around-keynsham-draft-transport>

<sup>57</sup> <https://democracy.bathnes.gov.uk/documents/s60107/Annex%20iii%20Transport%20Improvement%20Programme.pdf>

	<p>connecting the south coast to the M4. This route will enable north-south traffic to avoid passing through Bath.</p> <p><b>Bath</b> Refer to Bath Transport Strategy</p> <p><b>Keynsham</b> Refer to Keynsham Transport Strategy</p> <p><b>Somer Valley</b> Improvements to the route from the Old Mills employment site – Enterprise Zone on the A362 to the A37 are required. This would include removing traffic pinch-points along the road as well as pedestrian and cycling improvements.</p> <p>There are a number of items within the area Transport Strategies.</p>
<b>Infrastructure Projects Identified</b>	<p>Refer to Part 4 Schedule for projects.</p> <p>A37 to A362 Improvements to access Somer Valley Enterprise Zone</p>
<b>Funding</b>	<p>West of England Devolution Deal, Local Majors Funding, Local Growth Fund, Developers (via S106 Agreements and/or CIL).</p>
<b>Future Issues/Risks</b>	<p>Funding for all the schemes as set out in the JTS is not secured, and bids for funding are required.</p>

<b>PUBLIC REALM</b>	<b>PUBLIC REALM</b>
<b>Lead Responsibility for Delivery</b>	B&NES Council
<b>Key Evidence Base</b>	B&NES Public Realm and Movement Strategy (PRMS) for Bath City Centre (July 2010) Bath Pattern Book Details on the public realm improvements for Keynsham and Midsomer Norton Town Centres is set out in the Placemaking Plan and associated evidence base. Keynsham town centre - Public consultation on detailed design (January 2020) <sup>58</sup> Bath City Centre Security Proposed Permanent Access Restrictions Public consultation <sup>59</sup> Dec 2020 – Jan 2021
<b>Consultations</b>	Consultation is undertaken on a project by project basis.
<b>Existing provision</b>	The 'public realm' is the spaces around and between buildings including streets, squares and parks.
<b>Infrastructure in delivery</b>	Keynsham High Street permanent improvements <sup>60</sup> include footpath widening and resurfacing, better signage and cycling and bus stop facilities. There will also be new street furniture, streetlights, landscaping and trees. Works started 1 <sup>st</sup> June 2021.
<b>Assessment of Infrastructure Needs</b>	<p>The 'public realm' has a major part to play in the character, attractiveness and success of any town. It is also important in encouraging sustainable modes of travel, such as walking, cycling and public transport.</p> <p>There are multiple benefits of improving public realm. This section cross over with walking and cycling infrastructure (zero carbon travel), low carbon travel (eg installing Electric Vehicle charging points) and increasing the attractiveness of public transport, green infrastructure (improving air quality and health, and adaptation to extreme climate events – trees and green infrastructure has a cooling effect), sustainable drainage systems, town centre security.</p> <p><b>Bath</b> A programme to apply the public realm 'pattern book' to a number of streets in Bath City Centre is ongoing.</p> <p>City Centre Security – supporting public protection in the city centre by securing areas of high footfall, where people congregate. Work will include the provision of fixed and moveable physical measures placed at key access points around the city centre, which will restrict vehicular access (deliveries etc) to a certain period of the day.</p>

<sup>58</sup> [https://www.bathnes.gov.uk/sites/default/files/keynsham\\_high\\_st\\_exhibition\\_jan\\_2020\\_low-res\\_final\\_0.pdf](https://www.bathnes.gov.uk/sites/default/files/keynsham_high_st_exhibition_jan_2020_low-res_final_0.pdf)

<sup>59</sup> [https://beta.bathnes.gov.uk/sites/default/files/2020-11/Bath%20city%20centre%20security%20web%20doc\\_final.pdf](https://beta.bathnes.gov.uk/sites/default/files/2020-11/Bath%20city%20centre%20security%20web%20doc_final.pdf)

<sup>60</sup> <https://www.bathnes.gov.uk/services/planning-and-building-control/major-projects/keynsham-high-street-one-way-trial>



	<p><b>Keynsham</b> Keynsham public realm improvements are required. Areas for improvement include the town centre, footpath widening and improved cycling and walking facilities. Funding has been secured for the improvements. A full Business Case has been approved. <a href="#">LINK</a></p> <p><b>Somer Valley</b> Midsomer Norton public realm improvements are required. Many of the units in the High Street are vacant and in need of repair and maintenance. Heritage England has awarded a grant for a High Streets Heritage Action Zone and the Town Council and WECA are providing funding. The project will revitalise town with a new market square next to the Town Hall, a new pedestrian passageway between the High St and the car park, renewed shopfront signage and other initiatives including planting schemes and pop-up shops.</p> <p>A Full Business Case will be submitted by B&amp;NES in March 2021</p>
<p><b>Infrastructure Projects Identified</b></p>	<p>Refer to Part 4 Schedule.</p> <p>Bath City Centre Pattern Book and improvement works Westgate Street/Cheap Street; Manvers Street; Railway Place North Parade Junction; Union Street; Stall Street (predominantly complete); Broad Street/St Michaels; Kingsmead Square; Orange Grove; Terrace Walk; York Street and Swallow Street (to serve new Archway Project); Pulteney Weir; Bath Riverside area</p> <p>Bath City Centre Security and public realm improvements</p> <p>Keynsham Town Centre improvements – see consultation and assessment section</p> <p>Midsomer Norton Town Centre improvements.</p>
<p><b>Funding</b></p>	<p>CIL/S106 Landowner investment/contributions Bath Business Improvement District Grant funding</p>
<p><b>Future Issues/Risks</b></p>	<p>Funding and the ongoing management and maintenance of the public realm is critical.</p>

UTILITIES	WASTE & RECYCLING
<b>Lead Responsibility for Delivery</b>	<p>The Council is the Waste Collection and Disposal Authority with key responsibilities under the Environmental Protection Act (1990). The private sector operates residual waste treatment facilities and other waste and recycling operations for local authorities and for the commercial and industrial sectors. Highways, Parking &amp; Transport also have operational depot facilities within the district.</p> <p>The Environment Agency regulates major industry and waste within England.</p>
<b>Key Evidence Base</b>	<p>West of England's Joint Waste Core Strategy (JWCS) adopted March 2011<sup>61</sup>  B&amp;NES Waste Strategy Towards Zero Waste 2020 (2005) and review (2014)<sup>62</sup>  Joint Residual Municipal Waste Management Strategy (West of England 2008) and wider review 2015/16  EU Circular Economy Package (CEP), 2018<sup>63</sup>  Resources &amp; Waste Strategy for England, 2018 (Defra)<sup>64</sup></p>
<b>Consultations</b>	<p>Public consultation on an updated Waste Strategy for 2020-2030 was carried out in Spring 2020. An options appraisal for public household waste &amp; recycling centres in Bath is in progress. Public consultation for the relocation project took place in late 2020  Formal planning consultation period took place in February/March 2021.</p>
<b>Existing provision</b>	<p>The Council's own waste assets in the district comprise public recycling centres, refuse and recycling collections and cleansing depots and a waste and recycling transfer station.</p>
<b>Infrastructure under construction</b>	<p>Demolition of redundant buildings at the Recycling Hub site between Keynsham and Saltford was completed in March 2021.</p>
<b>Assessment of Infrastructure Needs</b>	<p>DEFRA published the Government strategy on Resources and Waste for England in 2018. It set out proposals for preserving material resources by minimising waste, promoting resource efficiency and moving towards a circular economy.</p> <p>It included subsequent consultations on:- consistent recycling services across the country; deposit return scheme options for drinks containers; packaging waste and plastic packaging tax, together with chapters focussed on food waste and waste crime.</p> <p>The Council's climate &amp; nature emergency declaration in March 2019 and the action planning which has followed, creates the framework for new infrastructure to be designed with sustainability performance, flexibility and future-proofing at the forefront.</p> <p><b>District</b>  B&amp;NES waste and recycling infrastructure needs to be redeveloped or</p>

<sup>61</sup> <http://www.westofengland.org/waste-planning/adopted-joint-waste-core-strategy>

<sup>62</sup> [http://www.bathnes.gov.uk/sites/default/files/siteimages/waste\\_strategy\\_review\\_2014.pdf](http://www.bathnes.gov.uk/sites/default/files/siteimages/waste_strategy_review_2014.pdf)

<sup>63</sup> <https://eur-lex.europa.eu/legal-content/EN/TXT/PDF/?uri=OJ:L:2018:150:FULL&from=EN>

<sup>64</sup> <https://www.gov.uk/government/publications/resources-and-waste-strategy-for-england>

	<p>rebuilt as new facilities, in line with forecast growth in population and households through the Core Strategy (and beyond); to adapt to further changes in waste, environmental and health and safety legislation; and to maximise operational efficiencies and containment of budget growth.</p> <p>The current main waste site at Midland Road, Bath is allocated for residential development through the Core Strategy. Vacating Midland Road requires the relocation of the waste and recycling operations (domestic collections service and transfer station) and these will relocate to the new proposed Recycling Hub at Pixash Lane in Keynsham, consolidating kerbside recycling operations and additional highways winter service capacity. (Refer current planning application 21/00435/ERE03)</p> <p>A site search and options appraisal is being carried out to identify the potential of locations for new waste and recycling facilities for Bath, to reduce the need for traffic movements across the city, to address the climate emergency and improve air quality.</p> <p>Broadmead Lane, Keynsham and Fuller's Earth, Odd Down, are identified for residual waste treatment facilities for the sub-region.</p>
<b>Funding</b>	<p>CIL / Public sector funding sources including potential WECA funding streams Treatment and Materials Recycling Facility – Private sector (e.g. commercial developers and the waste industry)</p>
<b>Infrastructure Projects Identified</b>	<p>Relocation of Waste and Recycling Operations from Bath to Keynsham (ongoing) and improve reuse and recycling centre provision for the increased population in Bath and across the district.</p> <p>Residual Waste treatment / Materials Recycling Facilities at Broadmead Lane, Keynsham and Former Fuller's Earth Works, Odd Down Bath (Planning ref 14/00839/EMINW).</p>
<b>Future Issues/ Risks</b>	<p>Modernised, fit for purpose waste and recycling services and facilities are needed in order to contain rising landfill and treatment disposal costs, primarily through Landfill Tax and gate fees. This needs increased capacity to separate waste for reuse and recycling in order to deal with the additional waste and recycling tonnages that will arise from housing growth within the district.</p> <p>Suitable and flexible depot infrastructure is required to contribute to the Council's target on reducing carbon emissions. It will also facilitate compliance with the Government's Resources and Waste Strategy proposals, with the additional benefit of funding for LAs from packaging/producer responsibility initiatives.</p>

UTILITIES	ENERGY GENERATION AND DISTRIBUTION
<p><b>Responsibility for Delivery</b></p>	<p>Delivery of renewable energy generation is primarily by the private and community energy sector although the Council and other public agencies play a key enabling role. For example, the Council has entered into a cooperation agreement with Bath and West Community Energy (BWCE) and Keynsham Community Energy (KCE), non-profit community energy organisations working in the area to develop renewable energy and energy efficiency projects within B&amp;NES. The Council also runs the Energy at Home domestic energy efficiency programme.</p> <p><b>National Grid</b> owns and operates the Electricity Transmission Network operating between 132kv and 400kv Network and Gas Transmission Network operating above 7 bar</p> <p><b>Western Power Distribution (South West) Plc (WPD)</b> is the licensed electricity Distribution Network Operator (DNO) within B&amp;NES.</p> <p><b>Wales &amp; West Utilities (WWU)</b> south west is the Gas Distribution Operator responsible for the transportation of gas from the National Transmission System (National Grid) via the Local Transmission System to consumers within B&amp;NES, but are only obliged to provide connections where it is economic, hence there is often limited gas infrastructure in more rural areas.</p>
<p><b>Evidence Base</b></p>	<p>National Grid "Future Energy Scenarios" document 2019  WPD Business Plan 2015-2023  WWU Long Term Development Statement  B&amp;NES Climate Emergency study 2019  B&amp;NES Climate Emergency Progress Report – including Commitments 2019</p>
<p><b>Consultations</b></p>	
<p><b>Existing Provision</b></p>	<p>Renewable and low carbon energy installations,  Demand management and smart energy infrastructure (e.g. batteries, smart meters and electric vehicles)  Several large scale freestanding solar arrays including one at Wilmington installed by BWCE</p> <p>A District Heating energy centre (utilising both gas and biomass) is now operational at Bath Western Riverside</p> <p>Combined Heat and Power units are based at Bath University and Royal United Hospital</p> <p>Domestic renewable energy solar panels.</p> <p>Electricity substations, underground cables and overhead circuits form an extensive electricity network throughout the entire B&amp;NES district. WPD controls the 132kv and below network. National Grid own and operate the Electricity Transmission Network operating between 132kv and 400kv Network in England and Wales.</p>

	<p>There is one National Grid high pressure gas pipeline running through the district. The WWU south west local distribution zone gas network is supplied through 13 National Transmission System (NTS) Offtakes and two non –NTS feeds.</p>
<p><b>Infrastructure under construction</b></p>	<p>Development related infrastructure</p> <p>BWCE and B&amp;NES Council are delivering and enabling an ongoing programme of renewable energy and energy efficiency projects.</p> <p>Energy suppliers are required to take all reasonable steps to rollout smart meters to all of their domestic and small business customers by the end of December 2021.</p>
<p><b>Assessment of Infrastructure Needs</b></p>	<p>B&amp;NES Climate Emergency Progress Report identifies ambitious targets for the installation of renewable capacity.</p> <p><b>District</b></p> <p>To meet the challenging targets set out in the Climate Emergency Progress Report will require a rapid scaling up of low carbon transport and energy infrastructure.</p> <p>The following work is underway. Projects may result in the need for infrastructure investment and WPD will need to be involved in discussions on funding mechanisms.</p> <p>The West of England is undertaking a refreshed assessment of the renewable energy potential of the district. This will highlight areas where the electricity grid requires upgrading to be able to support the quantum of renewable energy needed.</p> <p>B&amp;NES Council is conducting a study into how best to invest and leverage its financial resources to achieve the scale of renewable energy generation required to meet its Climate Emergency targets.</p> <p>Transport planning work is considering how to scale up electric vehicle charging – this will have infrastructure implications - for example WPD would not currently allow on-street chargers in residential areas with single phase power without an upgrade.</p> <p>Lastly, B&amp;NES Council is assessing its own land for renewable energy potential, again this may result in the need for infrastructure investment. The District Heating energy centre (utilising both gas and biomass) at Bath Riverside has scope for additional capacity to serve nearby sites, subject to negotiation.</p> <p>Further work is underway to assess the feasibility of heat networks.</p> <p>New housing development is the main driver of infrastructure requirements.</p>

Domestic energy efficiency and affordable warmth programmes contribute to a reduction in growth within the Domestic sector. The Long Term development plan states market drivers include generation of electricity through renewable sources, combined heat and power capacity and the EU emissions trading scheme.

WPD state that they do not foresee any strategic issues arising with respect to electricity transmission. In general, developments under 1,000 dwellings are serviceable off the local 11kv network; larger developments can require upgrade to the 33kv network which is more costly; it is generally easier to reinforce existing network to support brownfield development than extend the network to serve new large scale greenfield sites; re-routing or undergrounding pylons is a significant expense; larger 'new settlement' scale development provides greater opportunity to deliver strategic improvements to the network; renewables (solar farms / wind turbines) present challenges, due to the intermittent nature and 'feed-in' implications they require backup systems and reinforcement to the network

Electricity Supply to new developments is ongoing. It is funded by the private sector –Western Power Distribution / developer funded.

Key projects include:

#### **Bath**

WPD are currently looking to replace the primary electricity transformers at Twerton Primary Substation. WPD are taking the view that they could take this as an opportunity to reinforce the network and install larger transformers at the site. This would enable WPD to supply further demand from that primary sub station. However there may be a need to establish a new primary substation in the Central Area which is being looked into.

A major rationalisation project is required to relocate gas pressure control equipment and large diameter mains off the Windsor Road gas yard in order for the Bath Riverside development to expand into that land.

A detailed plan is being developed by B&NES and Geneco for a wastewater heat pump heat network in the Enterprise Zone. It is likely that investment will be required to bring this project forward.

#### **Keynsham**

The following requirements have been identified for the longer term future growth at the North Keynsham site (for future reference).

Electricity Supply

North Keynsham

1500 dwellings / 3MW

WPD have two 33/11kV primary substations in Keynsham, namely: Keynsham West and Keynsham East. Load estimates show that Keynsham West primary substation currently has adequate spare capacity. However, Keynsham West primary substation is supplied via Feeder Road 132/33kV

	<p>BSP which supplies the south of Bristol and is a heavily loaded substation with limited spare capacity. Feeder Road has been re-assessed and has adequate spare capacity. Keynsham East primary substation is supplied via Radstock 132/33kV BSP. Both substations currently have some spare capacity. There is likely to be adequate capacity for electric heating and EVs.</p> <p>North Keynsham Gas Reinforcement will be required in order to supply the prospective new development off the Bristol Low pressure network and the Keynsham Low pressure network. The Medium pressure and Intermediate pressure network could support the new development without reinforcement, but the network would need extending to bring pipe work closer to the location. Detailed reinforcement plans will be considered as part of the masterplanning process.</p> <p>The Environmental Sustainability and Climate Change Strategy identifies the need for retrofitting of existing domestic and non-domestic buildings to tackle climate change, rising energy costs and fuel poverty and a focus on community owned renewable energy, demand management and smart energy infrastructure to retain the economic benefits of renewable energy within the district.</p>
<b>Infrastructure Projects Identified</b>	<p>Additional Sub Station capacity to serve the Bath Riverside area. Windsor Rd Gas Yard relocation of pressure control equipment and large diameter mains to enable Bath Riverside.</p> <p>Projects to be identified.</p> <p>EV charging network district wide Electric car club provision Land purchase for renewable energy installation Solar electrification of park and rides Electric or hydrogen buses</p>
<b>Funding</b>	Developer / Utility/Grant / B&NES funded
<b>Future Issues / Risks</b>	Uncertainty given the changes in technology. Funding.

UTILITIES	WATER SUPPLY
<b>Lead Responsibility for Delivery</b>	The management of water supply is undertaken by <b>Wessex Water</b> for the Bath area, and <b>Bristol Water</b> for the rest of the District. The Environment Agency manages resources through a Catchment Abstraction Management Plan (CAMS) for the River Avon
<b>Key Evidence Base</b>	Wessex Water Water Resource Management Plan (WRMP) Bristol Water Water Resource Management Plan WRMPs focus on the “balance between supply and demand for water over the next 25 years”.
<b>Consultations</b>	
<b>Existing provision</b>	Bristol Water's principal water sources are the Mendip Lakes (Chew, Blagdon and Cheddar) and the Gloucester-Sharpness canal.  Wessex Water principal water sources - boreholes and springs that tap into the chalk and limestone aquifers of Wiltshire and Dorset (approximately 75%) and 25% from reservoirs in Somerset.
<b>Infrastructure under construction</b>	Ongoing infrastructure provision relating to new development.
<b>Assessment of Infrastructure Needs</b>	The key Government aspirations for water include: <ul style="list-style-type: none"> <li>• Reducing the demand for water; and ensuring that leakage does not rise.</li> <li>• Water trading and cross boundary solutions: improvements to the interconnections between the water supply systems of different companies; to build up a more integrated water network in the UK</li> </ul> <p>Water companies are required to prepare and maintain a water resources plan on a five-yearly cycle. The plan is produced following guidance provided by the Environment Agency, and in accordance with direction from Defra.</p> <p>Bristol Water WRMP covers the period from 2020 to 2045 and the final version was published in August 2019 The WRMP shows how it intends to maintain the balance between supply and demand over the next 25 years</p> <p>Wessex Water's WRMP was also published in August 2019 for the same period.</p>
<b>Funding</b>	Private funding /Developer funding.
<b>Infrastructure Projects Identified</b>	To be confirmed.
<b>Future Issues/Risks</b>	Refer to WRMPs



<b>UTILITIES</b>	<b>WASTE WATER AND DRAINAGE</b>
<b>Lead Responsibility for Delivery</b>	<b>Wessex Water</b> provides the sewerage service for B&NES
<b>Key Evidence Base</b>	National Policy Statement for Waste Water (2012)
<b>Consultations</b>	
<b>Existing provision</b>	Existing sewer network and treatment works.
<b>Infrastructure under construction</b>	Requisition sewers to serve <ul style="list-style-type: none"> <li>• K2 allocation, Keynsham</li> <li>• Warminster Road, Bath</li> <li>• Monger Lane development (Hambleton Rise), Midsomer Norton</li> </ul>
<b>Assessment of Infrastructure Needs</b>	<p>Sewage Treatment Schemes scheduled:</p> <p>The Water Industry National Environment Programme (WINEP) for the period 2020 -25 includes schemes to enhance effluent discharges at Saltford (Bath), Keynsham, Radstock and Ubley. In addition, Wessex Water is planning to provide additional treatment capacity at the first three of those works to provide capacity to accommodate development growth in these catchments.</p> <p>It is expected that these extensions will fit within existing site boundaries, although a new access road may be required for Saltford. At Keynsham additional land is expected to be required to deliver the additional treatment capacity. Land to the north of the works was identified during the development of the Waste Core Strategy as an option to deliver this increase in capacity. That land is currently in separate ownership and allocated for waste purposes.</p> <p>Network improvements will be planned to accommodate approved development where necessary.</p> <p>Details of proposals will be published through the emerging Drainage and Wastewater Management Plans. The Strategy for Bath can be found at this website <a href="#">LINK</a><sup>65</sup></p>
<b>Funding</b>	Private Sector /Developer funded
<b>Infrastructure Projects Identified</b>	Keynsham Sewage treatment works extension and improvements Radstock Sewage treatment works extension and improvements Saltford Sewage treatment works extension and improvements Ubley Sewage treatment works improvements General improvements
<b>Future Issues/ Risks</b>	Funding .

<sup>65</sup> <https://www.wessexwater.co.uk/environment/drainage-and-wastewater-management-plan/bristol-avon/bath-strategy>

UTILITIES	STRATEGIC FLOOD DEFENCE IN BATH – RADIAL GATES
<b>Lead Responsibility for Delivery</b>	<p>No single organisation has responsibility to manage flood risk from all sources. Flood Risk Management is shared between a number of different organisations, including the Environment Agency, Bath &amp; North East Somerset Council and Wessex Water, with individuals and communities having an important part to play.</p> <p>Bath &amp; North East Somerset Council is the Lead Local Flood Authority for the area and has certain responsibilities for managing flood risk from surface water, groundwater and ordinary watercourses.</p> <p>The Lead Local Flood Authority is also a Statutory Consultee for major planning applications and will scrutinise applications in terms of surface water flood risk and sustainable drainage.</p>
<b>Key Evidence Base</b>	<p>Bristol Avon Catchment Flood Management Plan (CFMP)  Local Flood Risk Management Strategy<sup>66</sup> (May 2015)  Surface Water Management Plan (July 2015)  B&amp;NES Bath River Avon Options Appraisal<sup>67</sup> (2016)  West of England Sustainable Drainage Developer Guide.</p>
<b>Consultations</b>	
<b>Existing provision</b>	<p>Pulteney Gate (to be decommissioned) and Twerton gates form part of the existing Bath flood protection scheme. During high river flows, the gates are opened automatically in response to changing in river levels. This means that as river levels rise, the gates gradually open, so allowing flood flows to pass through Bath</p>
<b>Infrastructure under construction</b>	<p>Bath Quays South Bank flood works –flood defence walls and works to buildings reinforcement work is almost complete</p> <p>New trees and planting will ultimately be introduced in Bath Quays South (Newark Works), completing our programme to introduce more than 150 new trees to the river corridor at Bath Quays.</p>
<b>Assessment of Infrastructure Needs</b>	<p>The joint Environment Agency / B&amp;NES Bath River Avon Options Appraisal project is now complete; a number of flood defence options to reduce the risk of flooding to Bath were identified – and a preferred option selected.</p> <p>Twerton Gate improvements required by 2021.</p> <p>Pulteney Gate decommissioning required.</p> <p>Further investigative work will be necessary to secure business cases, formulate an outline programme of delivery and quantify exact costs.</p> <p>Upstream storage options continue to be explored to reduce flood risk within Bath, led by the Bristol Avon Catchment Partnership</p>
<b>Infrastructure Projects</b>	<p>Twerton Radial Gate – repair and refurbishment.  Pulteney Radial Gate– repair and refurbishment.</p>

<sup>66</sup> <http://www.bathnes.gov.uk/consultations/local-flood-risk-management-strategy>

<sup>67</sup> <http://www.bathnes.gov.uk/services/environment/river-and-canal/river-corridor-capital-funding>

<b>Identified</b>	
<b>Funding</b>	Twerton Gate is fully funded.
<b>Future Issues/ Risks</b>	Funding.

UTILITIES	DIGITAL COMMUNICATION TECHNOLOGY
<b>Lead Responsibility for Delivery</b>	<p>The Government's role is to facilitate private investment, provide policy stability and support the market. The private sector is responsible for delivering digital communications infrastructure.</p> <p>B&amp;NES role is to facilitate private investment and invest in infrastructure when market failures arise.</p>
<b>Key Evidence Base</b>	<p>West of England Digital Study – 2018  Tech Nation 2017/2018  B&amp;NES Economic Strategy refresh 2014</p>
<b>Consultations</b>	<p>The West of England Digital Strategy undertook a range of surveys with Local Authorities, businesses and service providers.</p>
<b>Existing provision</b>	<p>Broadband and wireless connectivity is poor within B&amp;NES</p> <ul style="list-style-type: none"> <li>• The area only has a 2% full fibre coverage, joint lowest in the West of England and only 18% of premises have access to ultrafast broadband connectivity, in comparison to the West of England average 32%.</li> <li>• B&amp;NES has the highest proportion of premises unable to achieve 30 Mbps, with 11,863 homes.</li> </ul> <p>Download speeds are also comparatively poor at 22 Mbps as opposed to the 34 Mbdps West of England average.</p> <p>Specific B&amp;NES backed projects include:</p> <ul style="list-style-type: none"> <li>• Connecting Devon and Somerset (CDS) is a public funded broadband programme in England. It connects rural communities and businesses to the world wide web where not covered by the commercial market. It does this by awarding publicly funded contracts to companies through competitive tender to build the infrastructure needed such as fibre or wireless connections.</li> </ul> <p>In September 2017 the Government announced it has selected six locations (including Bath and North East Somerset) to pilot a UK wide scheme to provide broadband speeds of 1Gb per second. The Gigabit voucher scheme has been very successful in B&amp;NES with over 1,000 residents and businesses signed up. The scheme closed in summer 2020.</p>
<b>Infrastructure under construction</b>	<p>Connecting Devon &amp; Somerset Programme CDS Phase 1 has been completed and Phase 2 to further extend superfast broadband connectivity to households currently without access is currently in a pre-procurement exercise with scheduled completion in 2024</p> <p>Digital B&amp;NES is an ongoing rolling programme of installations.</p>
<b>Assessment of Infrastructure Needs</b>	<p>The key digital objectives for B&amp;NES Digital Programme are:</p> <ul style="list-style-type: none"> <li>• Increase Digital Coverage, Connectivity and Bandwidth in support of Business Retention, Growth and Innovation</li> <li>• Increase Digital Coverage, Connectivity and Bandwidth across Rural and Urban B&amp;NES to enable Social Inclusion and Community Safety</li> </ul>

	<ul style="list-style-type: none"> <li>• Enable Fibre to the Premises for all new development sites</li> <li>• Enable Revenue Generation through leveraging Assets and Services</li> <li>• Enable Public Services to be Streamlined into 'Smart' Services, with a focus on health and social care.</li> </ul> <p>Rural B&amp;NES experiences some of the poorest connection speeds in the West of England and often schemes are not financially viable for commercial providers to deliver.</p> <p>Commercial operators have rolled out superfast broadband to areas across the district. Significant additional investment is now planned by the private sector over the 2021-2024 period.</p>
<b>Infrastructure Projects Identified</b>	<p>Connecting Devon and Somerset CDS Phase 2 broadband rollout (contract award expected end 2020)</p> <p>Parish and Village halls in the rural area enabled with Ultrafast broadband, to support the development of co working facilities.</p>
<b>Funding</b>	Public/Private
<b>Future Issues/ Risks</b>	<p>Around two thirds of all broadband infrastructure – fibre, fibre to the cabinet, wireless, satellite – is wholly commercial which is why Government targets are heavily dependent on the private sector maintaining its investment programme.</p>

**PART SIX: DRAFT INFRASTRUCTURE PROJECT SCHEDULE**

## CHILDREN'S SERVICES INFRASTRUCTURE

Area	Project	Estimated Cost	Committed Funding	Likely Funding Sources	Phasing	Delivery Agency	Priority
District	Early Years provision	Not quantified		S106/Public/Private	2011-2029	B&NES	Necessary
District	Primary School provision	Not quantified		CIL/S106/Public	2011-2029	B&NES	Necessary
District	Secondary and Sixth Form School provision	Not quantified		CIL/S106/Public	2011-2029	B&NES	Necessary
District	Primary, Secondary & Post 16 SEND School provision - Expansion of existing schools	Not quantified		Grant funding	2011-2029	B&NES	Necessary
District	SEND - Aspire Academy – Expansion	£540,000	£543,000	Public	2019	Wellsway Trust	Necessary
District	Bath College, Radstock – SEND Residential Accommodation	£2,500,000-£3,000,000		Council borrowing/CIL	2021-23	Bath College	Necessary
District	Aspire Academy – Conversion of Bath Studio School to New Special School Provision at Aspire	£2,198,947	£2,198,947	Grant Funding	2021-2022	Wellsway Trust	Necessary
District	St. Mark's School – SEND Resource Base Phase 1	£46,000	£46,822	Grant Funding	2020	MSN Schools Partnership	Necessary
District	St. Mark's School – SEND Resource Base Phase 2 expansion	£45,000	£45,000	Grant Funding	2021	MSN Schools Partnership	Necessary
District	Former Culverhay School Site, Rush Hill – SEND AP Primary and Secondary provision	725,000 - £1,000,000		Grant Funding	2021-2022	Learn@MAT	Necessary
District	Oldfield Secondary – SEND Resource Base	£360,000	£392,000	Grant Funding	2020-2021	Oldfield School	Necessary
Bath	Newbridge Primary School - Upgrade	Not quantified		Grant Funding	2021-2022	B&NES	Necessary
Bath	Twerton Infant School - Upgrade	Not quantified		Grant Funding	2021-2022	B&NES	Necessary

<b>Bath</b>	Bath Riverside - 1 no. New Primary School and Early Years provision	£4,200,000		S106	2022-2026	B&NES	Necessary
<b>Bath</b>	Odd Down Urban Extension St Martin's Garden Primary School – Expansion	£2,500,000- £3,500,000		S106	2023-2025	B&NES	Necessary
<b>Bath</b>	Additional Secondary Education capacity St Mark's School – Expansion	Not quantified		CIL/Public	2021-2025	B&NES	Necessary
<b>Bath</b>	Additional Secondary Education capacity Oldfield School– CIL contribution Expansion	£532,000	£282,000	CIL/Public	2021-2025	B&NES	Necessary
<b>Bath</b>	Hayesfield Girls' Secondary School – Expansion	£338,000	£388,000	CIL	2021	Hayesfield Trust	Necessary
<b>Bath</b>	Ralph Allen Secondary School – Expansion	£2,250,000	£2,250,000	CIL/S106/Public	2020	Palladian Trust	Necessary
<b>Keynsham</b>	Two Rivers C of E Primary School	£7,500,000		S106/Public – Fully funded	2020-2025	DfE	Necessary
<b>Keynsham</b>	St Keyna Primary School – Expansion	£4,500,000		CIL/Public	2021-2026	B&NES	Necessary
<b>Somer Valley</b>	Early Years facility, Paulton	Not quantified		Private/S106	2020-2025	Developer	Necessary
<b>Somer Valley</b>	Paulton Infant School - Upgrade	£300,000	£302,000	Grant funding	2020-2021	B&NES	Necessary
<b>Somer Valley</b>	Norton Hill Primary School, Midsomer Norton - 1 no. New Primary School –	£7,500,000		Public– fully funded	2021-2022	DfE	Necessary
<b>Somer Valley</b>	Peasedown St John Primary School – Expansion	£2,500,000	£2,831,000	Grant Funded/CIL/S106 /Public	2020-2021	B&NES	Necessary
<b>Somer Valley</b>	Norton Hill Secondary School, Midsomer Norton – Expansion	£320,000	£320,000	CIL	2021-2022	Midsomer Norton Schools	Necessary



						Partnership trust	
<b>Rural Areas</b>	Cameley C of E Primary School, Temple Cloud – Expansion	£1,750,000	£2,652,617	CIL/Grant funded	2021-2022	B&NES	Necessary
<b>Rural Areas</b>	Clutton Primary School – Expansion	£89,000	£89,435	S106	2021	MNSPT	Necessary

## GREEN INFRASTRUCTURE

Area	Project	Estimated Cost	Committed Funding and Source	Likely Funding Sources	Phasing	Delivery Agency	Priority
<b>District</b>	Allotments	Not quantified		CIL/S106/ Developer	2011-2029	B&NES	Necessary
<b>District</b>	Strategic Green Infrastructure	Not quantified		CIL/S106/Public / Developer	2011-2029	B&NES	Necessary
<b>District</b>	Green Space (Formal & Natural)	Not quantified		CIL/S106/ Developer	2011-2029	B&NES	Necessary
<b>District</b>	B&NES Green Space Maintenance	£300,000 over 3yrs			2011-2029		Desirable
<b>District</b>	Playing Fields	Not quantified		CIL/S106/Grant funding/Developer	2011-2029	B&NES	Necessary
<b>District</b>	Urban Greening	£210,000 over three years	£60,000 S106 received	CIL/S106	2021-2029	B&NES/ Multiple Agencies	Necessary
<b>District</b>	Event Space infrastructure	£90,000			2021-2029	B&NES	Desirable
<b>District</b>	River Avon and Kennet & Avon Canal Mooring facilities, Angling, Safety Measures (WaterSpace Projects)	Refer to WaterSpace Study			2021-2029	B&NES/ Multiple Agencies	Desirable
<b>Bath</b>	Mulberry Park New Allotment provision	£130,000	£130,000 S106 received	S106	2021-2026	B&NES	Necessary
<b>Bath</b>	Combe Down Allotments Extension	£20,000	£20,000	CIL	2021-2026	B&NES	Necessary
<b>Bath</b>	Deadmill Lane: New Community Growing Site	Not quantified			2021-2026	B&NES	Necessary

<b>Bath</b>	Bath River Line – Phase I	£2,000,000	£500,000	S106	Grant funding/ S106/ CIL	2021-2026	B&NES/ Multiple agencie s	Necessary
<b>Bath</b>	Bath River Line – Phases 2 & 3	Not quantified			Grant funding/ S106	2021-2029	B&NES/ Multiple agencie s	Necessary
<b>Bath</b>	Mulberry Park (Former MoD Foxhill) Green Infrastructure (Bathscape Project)	Minimum £340,000			S106 / HLF	2021-2026	B&NES	Necessary
<b>Bath</b>	Brassmill Lane to Station Road shared path	£20,000			S106	2021-2029	B&NES	Necessary
<b>Bath</b>	Royal Victoria Park Improvements	£200,000			S106	2021-2026	B&NES	Necessary
<b>Bath</b>	Sydney Gardens Enhancements	£3,487,300	£3,237,300		S106/HLF/ Sport England	2021-2026	B&NES	Necessary
<b>Bath</b>	Moorfields Park Enhancements and maintenance	£80,000			S106	2021-2026	B&NES	Necessary
<b>Bath</b>	Kensington Meadows, Bath -Access improvements (WaterSpace project)	£325,000			S106/Grant funding	2021-2026	B&NES	Desirable
<b>Bath</b>	Fairfield Valley Local Green Space -Outstanding Infrastructure improvements	£20,000				2021-2029	B&NES	Desirable
<b>Bath</b>	The Tumps Open Space, Bath -Access improvements	£50,000	£50,000		S106	2021-2026	B&NES	Desirable
<b>Bath</b>	Carrs Wood Open Space, Bath -Access improvements (Bathscape project)	£50,000	£7,000		S106/HLF	2021-2029	B&NES	Desirable
<b>Bath</b>	Pennyquick – improvements and repairs, gateway to Carrs Wood (Bathscape project)	£50,000			HLF	2021-2029	B&NES	Desirable
<b>Bath</b>	Queens Square Improvements	£100,000				2021-2029	B&NES	Desirable
<b>Bath</b>	Alexandra Park improvements	£100,000				2021-2029	B&NES	Desirable
<b>Bath</b>	Parade Gardens improvements	£100,000				2021-2029	B&NES	Desirable
<b>Bath</b>	Free Fields improvements	£35,000	£25k Local CIL		Local CIL / S106	2021-2026	B&NES	Desirable
<b>Bath</b>	Riverside path access north of Pulteney	£500,000				2021-2029	B&NES/	Desirable

Bridge (WaterSpace Project)					Multiple agencie s			
<b>Bath</b>	Weston Cut Canal - Improving Access/ Improving frontage of buildings (WaterSpace Project)	Not quantified		Environment Agency /Developer	2021-2029	B&NES/ Multiple agencie s	Desirable	
<b>Bath</b>	Approach Golf Course (High Common West)	£100,000			2021-2029	B&NES	Desirable	
<b>Bath</b>	Green Infrastructure and Biodiversity Gain relating to new LPPU site allocations	Not quantified		S106	2021-2029	B&NES/d velope r	Desirable	
<b>Keynsha m</b>	Keynsham New Allotment provision	£52,000	£10,000	S106	2021-2026	B&NES	Necessary	
<b>Keynsha m</b>	Manor Road Local Nature Reserve -Enhancements and biodiversity protection	£180,000		S106	2021-2026	B&NES	Necessary	
<b>Keynsha m</b>	Keynsham Memorial Park Strategic Improvements to create destination park provision.	300,000		S106/CIL	2021-2026	B&NES	Necessary	
<b>Keynsha m</b>	Abbots Wood, Keynsham -Enhancements and maintenance including linking paths	£300,000	£180,000	S106	S106/CIL	2021-2026	B&NES	Necessary
<b>Keynsha m</b>	Queens Road Open Space, Keynsham - upgrade	£50,000			2021-2029	B&NES	Desirable	
<b>Keynsha m</b>	Green Infrastructure and Biodiversity Gain relating to LPPU site allocations	Not quantified		S106	2021-2029	B&NES/d velope r	Desirable	
<b>Somer Valley</b>	New Allotment provision in Somer Valley	£200,000	£30,000	S106	2021-2026	B&NES/ Town/ Parish Council	Necessary	
<b>Somer Valley</b>	Somer Valley Greenways – Enhance Greenway recreation routes connecting	£40,000			2021-2029	B&NES	Desirable	

communities to the Town park.

<b>Somer Valley</b>	Midsomer Norton Town Park Phase 2	Not quantified	£250,000	S106/CIL	2021-2026	B&NES	Necessary
<b>Somer Valley</b>	Haydon Batch Biodiversity Enhancements	Not quantified		Potential Biodiversity Net Gain	2021-2029	B&NES/ Parish Council	Necessary
<b>Somer Valley</b>	Waterside Valley Biodiversity Enhancements	Not quantified		Potential Biodiversity Net Gain	2021-2029	B&NES/ Parish Council	Necessary
<b>Somer Valley</b>	Wellow Brook Walk Biodiversity Enhancements	Not quantified		Potential Biodiversity Net Gain	2021-2029	B&NES/ Parish Council	Necessary
<b>Somer Valley</b>	Green Infrastructure and Biodiversity Gain relating to LPPU site allocations	Not quantified		S106	2021-2029	B&NES/d evelope r	Desirable
<b>Rural Areas</b>	Tynning Park / Woodborough Road Play Area	£40,000			2021-2029	B&NES	Desirable
<b>Rural Areas</b>	Batheaston/Bathampton Riverside Environmental Projects (WaterSpace project)	£100,000			2021-2029 Part implement ed	B&NES	Desirable
<b>Rural Areas</b>	The Shallows, Saltford –Improvements (WaterSpace project)	£250,000			2021-2029	B&NES	Desirable
<b>Rural Areas</b>	Temple Cloud Open Space Recreation Enhancements	£20,000			2021-2029	B&NES	Desirable
<b>Rural Areas</b>	Chew Valley Green Infrastructure Enhancements	Not quantified			2021-2029	B&NES	Desirable

**COMMUNITY FACILITIES – HEALTH FACILITIES / OUTDOOR SPORTS AND RECREATION/LEISURE AND BUILT SPORTS FACILITIES / PLAY AREAS/YOUTH /COMMUNITY CENTRES/ CEMETERIES**

<b>Area</b>	<b>Project</b>	<b>Estimated Cost</b>	<b>Committed Funding and Source</b>	<b>Likely Funding Sources</b>	<b>Phasing</b>	<b>Delivery Agency</b>	<b>Priority</b>
<b>District</b>	Playable Landscapes	£120,000		S106/ Developer	2011-2029	B&NES	Necessary
<b>District</b>	Community Facilities	Not quantified			2011-2029	Various	Desirable
<b>District</b>	Libraries	Not quantified			2011-2029	Various	Desirable
<b>District</b>	Youth Services provision	Not quantified		CIL/ Public/Other	2011-2029	B&NES	Necessary
<b>District</b>	Parks & Green Space Youth Community Engagement			S106	2011-2029		
<b>District</b>	New Cancer Centre, RUH	£28,000,000		NHS/Charity	2020-2023	NHS	Desirable
<b>Bath</b>	Expansion Oldfield Surgery, Upper Oldfield Park, Bath	£4,400,000		NHS (ETTF) /Public Sector funding/TBC	2021-2029	NHS	Necessary
<b>Bath</b>	Expansion of Combe Down Surgery, The Avenue, Combe Down, Bath	£750,000		TBC /Public Sector funding	2021-2029	NHS	Necessary
<b>Bath</b>	Bath Recreation ground redevelopment	Not quantified		Private	2021-2029	Developer	Desirable
<b>Bath</b>	Lansdown Playing Fields 3G rubber crumb pitch site, hockey AGP, clubhouse /social and changing facilities	£8,000,000		Grant funding	2021-2029	B&NES	Desirable
<b>Bath</b>	Alice Park Tennis Courts Enhancement	£225,000		Grant funding	2021-2026	B&NES	Desirable

<b>Bath</b>	Sydney Gardens Tennis Courts Enhancement	£190,000		Grant funding	2021-2026	B&NES	Desirable
<b>Bath</b>	Royal Victoria Park Tennis Courts Enhancement	£900,000		Grant funding	2021-2026	B&NES	Desirable
<b>Bath</b>	Odd Down – 3 New Tennis Courts	£170,000		Grant funding	2021-2026	B&NES	Desirable
<b>Bath</b>	Sandpits Play Area	£60,000		S106	2021-2026	B&NES	Necessary
<b>Bath</b>	Improve the Pavilion	Not quantified			2021-2029	B&NES	Desirable
<b>Bath</b>	Southside Youth Hub Improvements	Not quantified			2021-2029	B&NES	Desirable
<b>Bath</b>	Bath city centre youth provision	Not quantified			2021-2029	B&NES	Desirable
<b>Bath</b>	Haycombe Cemetery extension – Design & Construction	£150,000		Public	2021-2026	B&NES	Desirable
<b>Keynsham</b>	Keynsham Memorial Park Tennis Courts Enhancement	£80,000		Grant funding	2021-2026	B&NES	Desirable
<b>Keynsham</b>	Teviot Rd Play Area Enhancements	£130,000		S106	2021-2026	B&NES	Necessary
<b>Somer Valley</b>	New Health Centre and Children's Centre Community and Social Care, Waterloo Road, Radstock	TBC	£300,000 CIL	NHS (ETTF) CIL/Public Sector	2021-2026	NHS/B&NES	Necessary.
<b>Somer Valley</b>	Westhill Rec – Pavilion and Fitness Circuit	Not quantified		CIL	2021-2026	B&NES	Desirable
<b>Somer Valley</b>	Radstock Youth Service Development of suitable building for Youth and Community work in Radstock	Not quantified			2021-2029	B&NES	Desirable
<b>Somer Valley</b>	Midsomer Norton Youth hubs	Not quantified		S106	2021-2029	MSN Community Trust	Desirable
<b>Rural Areas</b>	Freshford Memorial Hall Development	Not quantified			2021-2029	Parish Council	Desirable

<b>Rural Areas</b>	Batheaston New village Hall	Not quantified	Grant funding / Voluntary Contributions	Not quantified	2020-2021	Batheaston on Charity	Desirable
<b>Rural Areas</b>	Chew Valley Leisure Centre Enhancement	£120,000		Grant funding	2021-2029	B&NES	Desirable



## TRANSPORT

Area	Project	Estimated Cost	Committed Funding and Source	Likely Funding Sources	Phasing	Delivery Agency	Priority
<b>District</b>	Great Western Upgrade Programme	Not quantified		Network Rail funding/DfT/Rail Companies	2011-2029	Network Rail	Necessary
<b>District</b>	MetroWest Rail Project Phase 1: Upgraded train services to half-hourly connections for Bath Spa to Bristol line and Severn Beach Line	£5,860,000	£5,860,000	DfT/ Network Rail /WECA Grant funding	2021-2029	Network Rail/WECA A	Necessary
<b>District</b>	West of England Station Enhancement Project Business Case			WECA Grant funding	2021-2029		Necessary
<b>District</b>	MetroBus Expansion – Bristol – Keynsham	Not quantified		WECA /Grant funding	2021-2029	B&NES/ Bristol CC	Necessary
<b>District</b>	MetroBus Expansion – Keynsham – Bath	Not quantified		WECA/Grant funding	2021-2029	B&NES	Desirable
<b>District</b>	Brislington Park and Ride relocation	Not quantified		WECA/Grant funding	2021-2029	B&NES/ Bristol CC	Necessary
<b>District</b>	Bus Stops, Real Time Information and Raised Kerbs	Not quantified		WECA funding	2011-2029	B&NES	Necessary
<b>District</b>	Electric Cycle Hire Scheme	£180,000		GULW (Go Ultra Low West) funding	2021-2029	B&NES	Desirable
<b>District</b>	Smarter Choices and Air Quality Interventions	Not quantified		Grant funding	2021-2029	B&NES	Necessary
<b>District</b>	Hicks Gate roundabout improvements	Not quantified		Grant funding	2021-2029	B&NES	Necessary
<b>District</b>	East of Bath Link (Feasibility)	Not quantified		DfT /Grant funding	2021-2029+	Highways England/ B&NES.	Desirable

<b>Bath</b>	Expansion of Odd Down and Lansdown Park & Ride sites Phase 2	£6,500,000	Grant funding	2021-2026	B&NES	Necessary
<b>Bath</b>	Bath Cycle Routes	Not quantified		2011-2029	B&NES	Desirable
<b>Bath</b>	Newbridge Hill to Riverside Path cycle link	£200,000		2021-2029	B&NES	Desirable
<b>Bath</b>	Weston cycle link	£200,000		2021-2029	B&NES	Desirable
<b>Bath</b>	Lansdown via Sion Hill cycle link	£200,000		2021-2029	B&NES	Necessary
<b>Bath</b>	London Road to Grosvenor Bridge cycle link	£200,000		2021-2029	B&NES	Desirable
<b>Bath</b>	Bath Riverside – Enhanced pedestrian facilities, new paths and cycleways in vicinity of site	Not quantified	S106	2021-2029	B&NES	Necessary
<b>Bath</b>	Bath Quays North and South Bridge	£2,500,000	Grant funding	2020-2021	B&NES	Necessary
<b>Bath</b>	Bear Flat cycle/pedestrian improvements	£500,000	Grant funding	2020-2029	B&NES	Desirable
<b>Bath</b>	London Road/Lambridge Street cycle/pedestrian improvements	£500,000	Grant funding	2021-2029	B&NES	Desirable
<b>Bath</b>	Locksbrook Road to Windsor Bridge Road to Western Riverside Cycle/Pedestrian link	Not quantified	S106/Grant	2021-2029	B&NES	Necessary
<b>Bath</b>	New cycle pedestrian bridge across Windsor Bridge Road to link with active travel route	Not quantified	S106	2021-2029	B&NES	Necessary
<b>Bath</b>	Walcot Riverside Walk	£180,000		2021-2029	B&NES	Desirable
<b>Bath</b>	Bath Recreation Ground River Bridge	£1,500,000		2021-2029	B&NES	Desirable
<b>Bath</b>	Bath Press Pedestrian Access Works	Not quantified	S106	2021-2026	Developer	Necessary
<b>Bath</b>	Avon Street Multi-Storey Car Park replacement Bath Riverside Enterprise Area masterplan project	£8,750,000	Developer/Grant funding	2021-2029	B&NES	Necessary
<b>Bath</b>	Environment Agency Access Locations Maintenance routes – Create and maintain access routes within the urban	£250,000		2021-2029	Env. Agency	Desirable

	areas for maintenance of river					
<b>Bath</b>	Bath Clean Air Zone and /or other interventions	Not quantified	Government – Joint Air Quality Unit –Grant funding	2021-2029	B&NES	Necessary
<b>Bath</b>	Widcombe Canal path upgrade	Not quantified	CIL/Grant	2021-2026	B&NES	Capital Program
<b>Bath</b>	University of Bath Cycle Links	Not quantified	S106/Grant	2021-2029	B&NES	Necessary
<b>Bath</b>	Cycle and pedestrian links ,and highway safety provision/ improvements relating to the Local Plan Partial Update allocations	Not quantified	S106	2021-2029	B&NES/D eveloper	Necessary
<b>Keynsham</b>	Somerdale Development –Develop new connections between Hanham Mills and Somerdale	Not quantified	S106	2021-2026	B&NES	Necessary
<b>Keynsham</b>	Improved Bus Services in Keynsham	Not quantified	S106/WECA funding	2021-2029	WECA/ B&NES/B us operators	Necessary
<b>Keynsham</b>	MetroBus – Bristol – Keynsham	Not quantified	WECA funding	2021-2029	WECA/ B&NES	Necessary
<b>Keynsham</b>	Pedestrian/ Cycle Bridge over River Avon at Keynsham	£1,100,000	S106	2021-2026	B&NES	Necessary
<b>Keynsham</b>	Improved Cycle Links (Keynsham Greenways)	Not quantified	Developer/Grant funding	2021-2026	B&NES	Necessary
<b>Keynsham</b>	Broadlands School cycle link (west)	Not quantified		2021-2029	B&NES	Desirable
<b>Keynsham</b>	Broadlands School cycle link (east)	Not quantified		2021-2029	B&NES	Desirable
<b>Keynsham</b>	Coronation Avenue cycle link	Not quantified		2021-2029	B&NES	Desirable
<b>Keynsham</b>	Chandag Road cycle link	Not quantified		2021-2029	B&NES	Desirable
<b>Keynsham</b>	Bath Road cycle link	Not quantified		Substantially complete	B&NES	Desirable
<b>Keynsham</b>	Broadmead Roundabout Pedestrian	Not quantified		2021-2029	B&NES	Desirable

Improvements						
<b>Keynsham</b>	Improved B3116 Wellsway, Bath Hill and Bath Road Junction	Not quantified	Developer/Grant funding	2021-2026	B&NES	Necessary
<b>Keynsham</b>	Improved Bath Road / Chandag Road Junction	Not quantified	Developer/Grant funding	2021-2026	B&NES	Necessary
<b>Keynsham</b>	Improvements to Keynsham Railway Station	Not quantified	S106/Grant funding/ Network Rail	2021-2026	B&NES/ Network Rail	Necessary
<b>Keynsham</b>	Keynsham Air Quality Action Plan	Not quantified	Government – Joint Air Quality Unit – Grant funding	2021-2029	B&NES	Necessary
<b>Keynsham</b>	Pedestrian and Cycle links, and highway safety provision and improvements relating the Local Plan Partial Update Allocations	Not quantified	S106	2021-2029	B&NES/developer	
<b>Somer Valley</b>	Midsomer Norton Cross town link A362 West Road to the centre of Midsomer Norton via North Way/High Street	Not quantified	LGF	2021-2026	B&NES	Necessary
<b>Somer Valley</b>	Midsomer Norton Enterprise Park cycle link between Norton Radstock Greenway and Radstock Road by the 'Old Welton Transfer Station'	Not quantified		2021 – 2029	B&NES	Desirable
<b>Somer Valley</b>	Underhill cycle link from Underhill Lane to Berkeley Avenue	Not quantified		2021 – 2029	B&NES	Desirable
<b>Somer Valley</b>	Waterside to Westfield cycle link (Part Complete)	Not quantified	Grant funding	2021-2029	B&NES	Desirable
<b>Somer Valley</b>	Farrington Gurney cycle link	Not quantified		2020 – 2029	B&NES	Desirable
<b>Somer Valley</b>	Former Welton Manufacturing Site: Pedestrian / Cycle Link	Not quantified	Developer/S106	2020 – 2029	B&NES	Necessary
<b>Somer Valley</b>	Midsomer Norton / Radstock Cycle Schemes	£30,000	Grant funded	2020 – 2029	B&NES	Necessary

<b>Somer Valley</b>	Midsomer Norton Transport network improvements	Not quantified		2020 – 2029	B&NES	Desirable
<b>Somer Valley</b>	Improvements A362 to the A37 route – Old Mills employment site to A37 (highway, pedestrian, cycle)	Not quantified	Grant funding	2020-2026	B&NES	Necessary
<b>Somer Valley</b>	Improve junctions at North Road/Station Road/Radstock Road High Street Roundabout (Stoney Cross)	Not quantified		2021-2029	B&NES	Desirable
<b>Somer Valley</b>	Provide right turn lanes on the A367 south of Radstock	Not quantified		2021 – 2029	B&NES	Desirable
<b>Somer Valley</b>	Implement improvements resulting from road safety route reviews of the A362 and A367	Not quantified		2021 – 2029	B&NES	Desirable
<b>Somer Valley</b>	Cycle and pedestrian links, and highway safety provision/ improvements relating to the Local Plan Partial Update allocations	Not quantified	\$106	2021-2029	B&NES/D eveloper	Necessary
<b>Rural Areas</b>	Chew Stoke to Chew Magna cycle link	Not quantified		2021 – 2029	B&NES	Desirable
<b>Rural Areas</b>	Chew Stoke to Bishop Sutton cycle link	Not quantified		2021 – 2029	B&NES	Desirable
<b>Rural Areas</b>	Chew Valley Lake Recreational Trail	£1.5m	CIL / WECA /Grant	2021 – 2029	B&NES	Capital Program
<b>Rural Areas</b>	Pensford – creation of alternative walking route to east of the A37	Not quantified		2021-2029	B&NES	Desirable
<b>Rural Areas</b>	Freshford Station Step free access to up platform	Not quantified	Grant funding	2021-2029	Network Rail	Desirable
<b>Rural Areas</b>	Salford Air Quality Action Plan & Air Quality Management Area(s) along A37	Not quantified	Government – Joint Air Quality Unit –Grant funding	2021 – 2029	B&NES	Necessary
<b>Rural Areas</b>	Whitchurch Transport Improvements	Not quantified	CIL	2021-2026	B&NES	Necessary



**PUBLIC REALM**

<b>Area</b>	<b>Project</b>	<b>Estimated Cost</b>	<b>Committed Funding and Source</b>	<b>Potential Funding Sources</b>	<b>Phasing</b>	<b>Delivery Agency</b>	<b>Priority</b>
<b>Bath</b>	Bath Riverside – Enhanced pedestrian facilities, new paths and cycleways	Not quantified		S106	2021-2029	Developer	Necessary
<b>Bath</b>	Union Street	£1,300,000			2021-2029	B&NES	Desirable
<b>Bath</b>	Westgate East / Cheap Street	£1,600,000			2021-2029	B&NES	Desirable
<b>Bath</b>	Manvers Street	£3,000,000		Developer	2021-2029	B&NES	Necessary
<b>Bath</b>	Broad Street/St Michael's	£3,800,000			2021-2029	B&NES	Desirable
<b>Bath</b>	Pulteney Weir	£3,900,000		Developer	2021-2029	B&NES	Necessary
<b>Bath</b>	Railway Place	£680,000		Developer	2021-2029	B&NES	Necessary
<b>Bath</b>	North Parade Junction	£650,000			2021-2029	B&NES	Desirable
<b>Bath</b>	Stall Street	£580,000		Grant funding	2021-2029	B&NES	Desirable
<b>Bath</b>	Kingsmead Square	£2,400,000		Grant /Private funding	2021-2029	B&NES	Desirable
<b>Bath</b>	Orange Grove	£4,000,000			2021-2029	B&NES	Desirable
<b>Bath</b>	Terrace Walk	£1,700,000			2021-2029	B&NES	Desirable
<b>Bath</b>	York Street/Swallow Street	Not quantified		CIL/Grant funding	2021-2026	B&NES	Capital Program
<b>Bath</b>	Cattlemarket Site	£1,000,000		Developer	2021-2029	B&NES	Necessary
<b>Bath</b>	Bath Quays North and Bath College	£5,000,000		Developer	2021-2029	B&NES	Necessary
<b>Bath</b>	Bath Quays South and Riverside Court	£1,500,000		Developer	2021-2029	B&NES	Necessary
<b>Bath</b>	South Bank	£1,000,000		Developer	2021-2029	B&NES	Necessary
<b>Bath</b>	Sydenham Park	£1,000,000		Developer	2021-2029	B&NES	Necessary
<b>Bath</b>	Green Park Junction	£1,000,000			2021-2029	B&NES	Desirable
<b>Keynsham</b>	Keynsham Town Centre Public Realm Improvements	Not quantified		Grant funding/S106	2021-2026	B&NES	Capital Program

<b>Somer Valley</b>	Midsomer Norton High Street Public Realm Improvements	£2,000,000	CIL/Public	2021-2026	B&NES	Capital Program.
<b>Somer Valley</b>	Midsomer Norton Public Realm Improvements: South Road Car Park / South Road / High Street Core	Not quantified	Developer/ Public	2021-2029	B&NES	Necessary



## UTILITIES/ENERGY

Area	Project	Estimated Cost	Committed Funding and Source	Potential Funding Sources	Phasing	Delivery Agency	Priority
<b>District</b>	Relocation of Waste and Recycling Operations and improve recycling centre provision for increased population	£29,000,000		CIL, Council capital investment (borrowing and site sale receipts), HIF funding or other grant funding	2021-2029	B&NES	Necessary
<b>District</b>	Retrofitting Existing Dwellings – ongoing programme	Not quantified			2021-2029	Private	Desirable
<b>District</b>	Renewable Energy Infrastructure	Not quantified			2021-2029	B&NES	Desirable
<b>District</b>	Hydropower implementation (WaterSpace project)	£1,000,000			2021-2029	B&NES	Desirable
<b>District</b>	Infrastructure for local energy crop processing and distribution	Not quantified			2021-2029	B&NES	Desirable
<b>District</b>	Smart Meter Rollout	Not quantified			2021-2029	B&NES	Desirable
<b>District</b>	Electricity network reinforcement and supply programme	Not quantified		Utilities/Developer	2021-2029	WPD	Critical
<b>District</b>	Gas reinforcement and supply programme	Not quantified		Utilities/Developer	2021-2029	WWU	Critical
<b>District</b>	Water Supply – ongoing programme	Not quantified		Utilities/Developer	2021-2029	Wessex/ Bristol Water	Critical
<b>District</b>	Sewerage Services –	Not quantified		Utilities/Developer	2021-2029	Wessex	Critical

<b>District</b>	ongoing programme Flood Risk and Drainage – ongoing programme	Not quantified		per Developer	2021-2029	Water Env Agency Developer	Critical
<b>District</b>	Local Full Fibre Network	£2,500,000		National grant funding	2021-2029	B&NES/WEC A	Necessary
<b>District</b>	Connecting Devon Somerset Phase 2	£200,000		WECA Grant Funding	2021-2029	Gigaclear	Necessary
<b>District</b>	Ultrafast Broadband enabled Parish and Town Council	£50,000			2021-2029	B&NES/ Private Sector	Desirable
<b>District</b>	City and Market Town Wi Fi	£430,000		Grant funding	2021-2029	B&NES	Capital Program
<b>Bath</b>	Pulteney Weir – Decommissioning of Radial Gate	£1,000,000		EA /Grant funding/ Private funding	2021-2029	Env Agency	Desirable
<b>Bath</b>	Twerton Gate replacement (Flood Defence Project)	£5,000,000	Fully Funded	EA. Grant funding	2021-2026	Env Agency	Necessary
<b>Bath</b>	Windsor Rd Gas Yard relocation of pressure control equipment and large diameter mains to enable Bath Riverside development	Not quantified		RIF	2021-2026	WWU	Necessary
<b>Bath</b>	Bath Centre District Heating Network	£5,010,224			2021-2029	B&NES	Desirable
<b>Bath</b>	Bath Enterprise Area District Heating Network	£5,448,996		Developer funding	2021-2029	B&NES	Necessary
<b>Bath</b>	New Electricity Sub Station, Western Riverside	Not quantified			2021-2029	WPD	Necessary
<b>Bath</b>	Reprovision of household	£6,000,000		CIL, Council	2021-2029	B&NES	Necessary

	reuse and recycling facilities for Bath residents		capital investment (borrowing and site sale receipts), HIF funding or other grant funding			
<b>Bath /Rural Areas</b>	Saltford (Bath) Treatment Works improvement and extension	Not quantified	Utility funding	2021 -2026	Wessex Water	High
<b>Keynsham</b>	Gas Reinforcement and supply.	Not quantified		2021-2029	WWU	Critical
<b>Keynsham</b>	Keynsham Treatment Works improvements and extension	Not quantified	Utility funding	2021-2029	Wessex Water	Critical
<b>Keynsham</b>	Keynsham District Heating Network	£970,181		2021-2029	B&NES	Desirable
<b>Keynsham</b>	Residual Waste / Recycling Facilities at Broadmead Lane, Keynsham	Not quantified	Private Waste Industry	2021-2029	Private	Necessary
<b>Somer Valley</b>	Radstock Sewage treatment works improvement and extension	Not quantified	Utility	2021-2029	Wessex Water	Critical
<b>Rural Areas</b>	Ubley Treatment Works Improvements	Not quantified	Utility	2021-2029	Wessex Water	Critical

## PART SEVEN: COMPLETED INFRASTRUCTURE PROJECTS

Area	Type	Project	Year Completed
District	Tertiary Education	Bath College Construction Skills Centre	
District	Tertiary Education	Bath College Catering & Hospitality Education & Training Hub	2019
District	Special School – SEND	Aspire Academy expansion to 53 spaces for pupils with Social Emotional and Mental Health Difficulties	2019
Bath	Early Years	Mulberry Park Happy Days Pre School Nursery	2018
Bath	Primary School	Abbot Alphege Academy New School MoD Ensleigh site	2017
Bath	Primary School	Mulberry Park Educate Together Primary New School MoD Foxhill site	2018
Bath	Primary School	Weston All Saints C of E Primary Expansion to a 630 place school	2015
Bath	Primary School	Roundhill Primary Expansion to a 420 place school	2015
Bath	Primary School	St Saviour's C of E Junior School Upgrade. And Expansion temporary	2016
Bath	Primary School	Oldfield Park Junior School Expansion temporary	2015
Bath	Primary School	Twerton Infant School Upgrade	2018
Bath	Primary School – SEND Resource Base	Margaret Coates Expansion to 29 places in a temporary classroom	2019
Bath	Secondary School	St Gregory's Catholic College Expansion temporary	2019
Bath	Secondary School	Ralph Allen School Expansion	2020
Bath	Secondary School – SEND Resource Base	St. Mark's – Resource Base	2020
Keynsham	Early Years	Somerdale site, Keynsham early year's facility	2018
Keynsham	Primary School	Somerdale Educate Together Primary School New School Somerdale site	2017
Keynsham	Primary School	St John's C of E School Expansion Temporary	2016
Keynsham	Primary School	Castle Primary Expansion to a 420 place school	2018
Somer Valley	Primary School	Paulton Infant School Expansion to a 270 place school	2013
Somer Valley	Primary School	Paulton Junior School Expansion to a 360 place school	2016

Somer Valley	Primary School	St Mary's C of E Primary (Writhlington) Expansion to a 210 place school	2017
Somer Valley	Primary School	Longvernal Primary Expansion and Upgrade to a 175 place school	2018
Somer Valley	Primary School	St Nicholas' C of E Primary Expansion to a 420 place school.	2019
Somer Valley	Primary School	Norton Hill Primary New School in Midsomer Norton	2020
Somer Valley	Primary School	Peasedown St John Primary Expansion to a 630 place school	2021
Somer Valley	Primary School	Paulton Infant School Upgrade	2020
Rural Areas	Primary School	Bishop Sutton Primary Expansion to a 210 place school*	2016
Rural Areas	Primary School	Farnborough Church Primary Expansion to a 175 place school	2017
Rural Areas	Primary School	Saltford C of E Primary Expansion to a 420 place school	2017
Rural Areas	Primary School	Ubley C of E Primary Expansion to a 105 place school	2016
Rural Areas	Primary School	Chew Magna Primary Upgrade	2015
Rural Areas	Primary School	Swainswick Church School Upgrade	2019
Rural Areas	Primary School	Whitchurch Primary Expansion to a 315 place school	2019
Bath	Green Infrastructure	Weston Park Access improvements	2020
Bath	Green Infrastructure	Weston Recreation Ground Access improvements	2018
Bath	Green Infrastructure	Innox Park Improvements	2019
Bath	Green Infrastructure	Fairfield Valley new allotments – to replace Southbourne Gardens allotments dev.	2018
Bath	Green Infrastructure	Extension to King Georges/Lansdown View allotments, Bath	2018
Bath	Green Infrastructure	Flood defence and mooring upgrades adjacent to Green Park completed. 14/04195/EREG03	
Bath	Green Infrastructure	Green Park upgrade works	
Bath	Green Infrastructure	River Safety works	
Bath	Green Infrastructure	Kennet and Avon Canal Towpath Resurfacing phase 1	
Somer Valley	Green Infrastructure	Midsomer Norton town Park Phase 1	
Somer Valley	Allotments	Larch Court, Westfield	2018
Rural Areas	Green Infrastructure	Bishop Sutton Village Park	2019
Rural Areas	Green Infrastructure	Bathampton Riverside Linear Park Project (Phase 1)	2016
Bath	Sports and Leisure	Bath Sports and Leisure Centre refurbishment	2018
Keynsham	Sports and Leisure	Keynsham Sports and Leisure Centre refurbishment	2020
Keynsham	Sports and Leisure	Holmoak play area at Bilbie Green in association with new development (S106)	2018
Keynsham	Sports and Leisure	Kelston Field Play Area improvements	2021
Somer Valley	Sports and Leisure	New Outdoor Gym at West Clewes in Midsomer Norton complete.	2016

Somer Valley	Sports and Leisure	Shakespeare Road Play Area Refurbishment	2019
Somer Valley	Sports and Leisure	Replacement of Peasedown St John multi-use games area (Parish Council project)	
Rural Areas	Sports and Leisure	Renovated King George V Playing Field, Chew Magna – including replacement of the existing children's play area, a new picnic and a 'Nature' area	2016
Rural Areas	Sports and Leisure	Temple Cloud Playground extension and refurbishment	2017
Rural Areas	Sports and Leisure	Renovated playground space for the Freshford community	2017
District	Community Facilities	Police Centre Keynsham	2014
Bath	Community Facilities	Mulberry Park Community Hub	2018
Keynsham	Community Facilities	Somerdale Pavilion	
Keynsham	Community Facilities	Keynsham Community Space	2015
Keynsham	Community Facilities	Keynsham Library and One Stop Shop	2015
District	Transport	A39/B3116 Two Headed Man Traffic Signal Controlled Junction Improvements	2018
District	Transport	Odd Down bus lane improvements	2018
Bath	Transport	Better Bus Area Projects Various Projects (London Road bus lane, parking enforcement and bus priority measures at Wellsway/Midford Rd junction)	various
District	Transport	Improvements to the A39/ A368 Marksbury	2018
Bath	Transport	Bath Transport Package included improvements to bus infrastructure.	2016
Bath	Transport	New vehicular bridge across the River Avon (Destructor Bridge)	2020
Bath	Transport	Cycle path through Green Park (Local Sustainable Transport Fund LSTF funded)	
Bath	Transport	Victoria Bridge, Bath Western Riverside	
Somer Valley	Transport	Radstock to Thicket Mead cycle link	
Rural Areas	Transport	The shared use path between Saltford and Broadmead Roundabout Keynsham has been widened and resurfaced.	
Bath	Public Realm	Seven Dials and Saw Close public square cyclist and pedestrian improvements	
District	Health	Royal United Hospital Trust site - A new Pharmacy building housing the latest robotic technology and a large aseptic suite; New car parks to increase provision by almost 400 spaces; RNHRD and Brownsword Therapies Centre opened in September 2019	Various
Keynsham	Health	St Augustine's GP practice relocated into the St Monica's Trust development at the Somerdale site, Keynsham.	2018
Bath	Waste	Relocation of Outer Bath Street Cleansing from Midland Road, Bath to Locksbrook Road Bath (Refer: 17/00504/REG03)	2018

Bath	Energy	Medium Pressure connection to the Energy centre at the Bath Riverside.	
Bath	River	Upgraded Moorings at Bath Quays Waterside (WaterSpace Project)	2018
Bath	Digital	Bath City Centre WiFi phase 1	2020