

Bath and North East Somerset Council

Local Plan 2025 – 2043

Draft Infrastructure Delivery Plan

September 2026

**Bath & North East
Somerset Council**

Improving People's Lives

Contents

1. Introduction
 - 1.1 Purpose of the Infrastructure Delivery Plan
 - 1.2 Status as a live document
 - 1.3 Relationship with the Local Plan
2. Planned growth and infrastructure implications
 - 2.1 Employment growth
3. Methodology and prioritisation
4. Infrastructure requirements by category
 - 4.1 [Education and children's services](#)
 - 4.2 [Health infrastructure](#)
 - 4.3 [Emergency Services](#)
 - 4.4 [Green Infrastructure](#)
 - 4.5 [Sport and Recreation](#)
 - 4.6 [Community and Cultural Facilities](#)
 - 4.7 [Transport and Movement](#)
 - 4.8 [Electricity Supply](#)
 - 4.9 [Water Supply](#)
 - 4.10 [Waste Water](#)
 - 4.11 [Drainage and Flood Risk](#)
 - 4.12 [Waste](#)
 - 4.13 [Digital](#)
5. [Infrastructure, Delivery and Funding](#)

Appendix

Infrastructure Schedule

1. Introduction

1.1 Purpose of the Infrastructure Delivery Plan

This Infrastructure Delivery Plan (IDP) sets out the key infrastructure required to support the proposals in the B&NES Local Plan 2025–2043. It accompanies the Regulation 19 Draft Local Plan and provides a structured basis for coordinating infrastructure delivery, funding and phasing alongside new development.

For the purposes of this draft, infrastructure includes transport, schools including SEND and early years provision, healthcare, community facilities, green infrastructure, sport and recreation, transport, utilities, digital communications, wastewater, drainage, and flood risk management.

1.2 Status as a live document

The IDP is not a fixed list of all public investment needs in B&NES. It focuses on infrastructure required to support Local Plan growth and will need to be reviewed as evidence, costs, funding and delivery responsibilities are refined.

1.3 Relationship with the Local Plan

The Local Plan sets out the spatial strategy, allocates development sites and establishes policy requirements. The IDP supports implementation by identifying the infrastructure needed to make growth deliverable and sustainable.

2. Planned growth

The Local Plan housing and employment space requirements are:

Housing Growth

Sub-area	Broad housing distribution
Bath	Approx. 5,900 homes
Bristol to Bath Corridor	Approx. 8,900 homes
Somer Valley	Approx. 4,600 homes
Rural Areas	Approx. 2,600 homes
Total	Approx 22,000 homes

This includes the following components

- Completions 2025-2026: 772 dwellings
- Existing commitments: 5,042 dwellings
- New strategic and non-strategic site allocations: 14,323 dwellings
- Small windfall development: 1,944 dwellings

Employment growth

Sub-area	Office (sq m)	Industrial/Warehousing & Logistics (sqm)
Bath	70,800	30,900
Bristol to Bath Corridor	11,000	23,700
Somer Valley	35,400	56,000
Rural Areas	3,400	3,900
Total	120,600	114,500

3. Methodology

The IDP remains proportionate and transparent and draws on Local Plan evidence, infrastructure provider engagement, site allocation requirements, transport modelling, utilities information, education and health capacity planning, green infrastructure evidence and the housing trajectory. It entails the following:

- Baseline review: existing infrastructure capacity, known deficits and committed investment.
- Growth review: scale, distribution and phasing of housing and employment growth across sub-areas and strategic sites.
- Infrastructure provider engagement: Council services, statutory bodies and infrastructure providers advised on requirements and delivery constraints.
- Infrastructure assessment: identification of additional demand, cumulative impacts and site-specific mitigation.
- Prioritisation: classify infrastructure as critical, essential or placemaking to support soundness, delivery and monitoring. The prioritisation in the infrastructure schedule is as follows:

Priority	Definition for this IDP	Typical examples
Critical	Infrastructure without which planned development cannot proceed in a timely or sustainable way.	Access infrastructure required to unlock a site. Key utility connections, wastewater recycling centres (WRC) capacity upgrades, essential flood risk mitigation.
Essential	Infrastructure required to comply with statutory duties, policy requirements or to make development acceptable.	School places, active travel links, healthcare mitigation, transport mitigation, Sustainable Drainage Systems (SuDS), green infrastructure.
Placemaking	Infrastructure that strongly supports Local Plan objectives and placemaking but may not be essential to the initial occupation of development.	Enhanced public realm, wider ecological enhancements, community and cultural facilities.

The categories set out the delivery mechanisms referring to the Local Plan where appropriate, and also set out the approach to calculating contributions where there is published guidance.

The infrastructure schedule has regard to the proposed housing trajectory for delivery of homes over the plan period.

4. Infrastructure requirements by category

4.1 Education and children's services

This chapter considers the provision of educational facilities across the district to ensure sufficiency of places for Early Years (ages 0–4), all Schools (ages 5-19), and for young people with special educational needs or disability (SEND).

This infrastructure is classed as essential as the Council has a statutory duty to provide sufficient school places.

Existing Situation

Early Years provision

The Local Authority (LA) has a statutory duty under the Childcare Acts of 2006 and 2016 to ensure there is enough Early Years provision and will seek developer contributions / set planning conditions for major developments to ensure enough places. The early years facility may be managed by a school or a Private, Voluntary or Independent (PVI) provider. The council is no longer a direct provider of childcare, therefore developers are encouraged to enter into negotiations with a private, voluntary or independent provider in order to provide all age, all year-round nursery facilities where needed. The determination of whether or not there is sufficient Early Years capacity available to serve the area of the development will be made with reference to the latest Childcare Sufficiency Duty Report published on the Council's website. The council will seek provision of new early years facilities with new primary schools if they are age appropriate and meet the needs of working families. The developer will be required to build out the nursery facilities as part of the development.

Schools

The LA has a statutory duty to ensure that there are sufficient school places in its area. The Local Authority is the commissioner of new school places rather than the direct provider.

The determination of whether or not there is sufficient primary, secondary and sixth form capacity available in the school or schools that serve the area of the development will be made with reference to the current school capacity figures and Published Admission Numbers (PANs), and to a projection of future pupil numbers based on current numbers on roll, births and resident population data as outlined in the latest School Organisation Plan published on the council's website. Pupil projections will also be adjusted to include pupils calculated to be generated from any previously approved new housing developments in the area of the development.

SEND

There is also a statutory requirement for the LA to provide Special Educational Needs and Disabilities (SEND) educational provision. The determination of whether or not there is sufficient SEND capacity available in the LA will be made with reference to the latest SEND Collaboration for B&NES plan.

School Transport

The Council will provide transport between home and school if the school attended is the nearest appropriate one, as designated by the LA and the distance between home and that school when measured by the nearest available walking route, using the LAs mapping transport software, is 2 miles or more for children aged 5 to 7 and 3 miles or more for children aged 8 to 16. These distances are referred to as 'statutory walking distances'. The LA will also provide transport if the school attended is the closest school to the home address and closer than the designated school and the statutory walking distances are met. The Council has a Safe Route to School policy and will also provide transport for pupils who cannot reasonably be expected to walk to their nearest suitable school, even if the statutory walking distances are met, due to the nature of the route being deemed by the Council to be hazardous, even if accompanied by a parent.

The determination of whether a route is hazardous lies with the Council's Home to School Transport Team. The determination of whether or not Home to School Transport will need to be provided will be made with reference to the DfE statutory Home to School Travel and Transport Guidance and to Bath and North East Somerset Council's published Home to School Travel Policy for compulsory school age children.

Further information on Statutory Walking Distances are set out on the council's website at <https://www.bathnes.gov.uk/get-school-transport>.

Future Needs

New Early Years facilities, primary, secondary, sixth form and SEND facilities will be required to address the impact of cumulative growth across strategic sites having regard to the capacity of existing schools, and also non strategic sites allocated within the Local Plan and other windfall sites not identified within the Local Plan.

The Council have engaged with Somerset Council in relation to development in the Somer Valley and also Bristol City Council in relation to development at Hicks Gate and Whitchurch.

Key Projects

The strategic site allocations give rise to the following school requirements.

Table 1: Key Early Years and Mainstream School Requirements

Location / growth area	Early Years and Mainstream School Requirement identified
Bath	• Early Years facilities or contributions • Primary – nil required based on current capacity projections – subject to continued review. • Secondary – nil required based on capacity projections– subject to continued review.

Bristol to Bath Corridor	• Early Years facilities or contributions • Primary: ○ 1 no. new 2 FE school located on the North Keynsham development site ○ 1 no. new 2 Form Entry (FE) school located on West Saltford Site ○ 1 no. new 3 FE school located on the East Whitchurch development site ○ 1no. new 1 FE school located on the SW Keynsham development site ○ 1 no. new 2 FE school and 1 no new 1FE School, or alternatively 1no 3FE school located on the Hicks Gate development site • Secondary: ○ Expansion of secondary school capacity - Lift Broadlands - Keynsham ○ 1 no. new 5 FE (150 places per year group) school plus sixth form located on the North Whitchurch development site (to serve the Hicks Gate and Whitchurch allocations) • Non-hazardous routes to schools
Somer Valley	• Early Years facilities or contributions • Primary: ○ 1 no. new 1 FE school located on the Farrington Gurney development site ○ 1FE expansion of Trinity Church School primary. Safeguard land within the North Radstock development site for the expansion. ○ 1FE expansion of St Mary's school, Writhlington. Safeguard land within the Writhlington development site for expansion. • Secondary - nil required based on current capacity projections subject to ongoing review. • Non-hazardous routes to schools
Rural Areas	• Early Years facilities or contributions • Primary: ○ On site expansion of St Mary's C of E Primary School (Timsbury) by 0.5 FE ○ Minor expansion of Bishop Sutton Primary School ○ Safeguard land at West of Clutton for primary school • Secondary – nil required based on current capacity projections • Non-hazardous routes to schools or home to school transport contributions

Table 2: Special Educational Needs and Disabilities (SEND) Projects

Location / growth area	SEND provision requirement identified	Notes
Bath	1 × 12-place Primary Inclusion Base 1 × 12-place Secondary Inclusion Base/unit	justified for distributed Bath demand. Because total need exceeds 24 places, also plan a proportionate contribution to wider special-school/SEND capacity
Bristol to Bath Corridor	Keynsham/Saltford Forecast 2 × 12-place Primary Inclusion Bases across the Keynsham/Saltford growth area	Route secondary demand proportionally to the Whitchurch/Keynsham secondary strategy and test

	and at least 1 × 12-place Secondary Inclusion Base/unit, Whitchurch Forecast 2 × 12-place Primary Inclusion Bases 1 × 12-place Secondary Inclusion Bases /units within North Whitchurch mainstream school Retain a contribution to wider special-school capacity for residual demand. Hicks Gate Safeguard at least 1 × 12-place Primary Inclusion Bases on site within the Hicks Gate mainstream school programme.	expansion/additional provision as evidence develops. Require proportional contributions from the dispersed sites and residual demand addressed through wider specialist SEND capacity.
Somer Valley	Somer Valley wider area 2 × 12-place Primary Inclusion Bases and 2 × 12-place Secondary Inclusion Bases /units, plus a material contribution to B&NES-wide special-school capacity.	Require proportional contributions from the dispersed sites and residual demand addressed through wider specialist capacity.
Rural Areas	Plan at least 1 × 12-place Primary Inclusion Bases and 1 × 12-place Secondary Inclusion Base/unit on a rural-cluster basis,	Require proportional contributions from the dispersed sites and residual demand addressed through wider specialist capacity.

Delivery and Funding

The schools required for the site allocations are shown in the previous section and infrastructure schedule. Where the development creates a requirement for a new on-site school, the developer will be expected to pay the full cost of delivering the finished new school, including design fees and charges, construction, furniture and equipment, and any costs associated with the site, and to provide the site free of charge. In certain instances where the combined effects of two or more proposals create a requirement for a new school to serve the developments, developers will be expected to contribute to the land and the full cost of building the whole new school as proportionate to each development. Equalisation mechanisms and agreements will be required where multiple landowners/ developers rely on shared infrastructure.

Obligations in respect of education facilities could be sought from new residential development of all tenures with a net increase of 10 dwellings or more, district wide, where there is insufficient school capacity. Bedsits, temporary housing and any dwellings designated for restricted use such as student accommodation, housing for the elderly or sheltered housing for adults with learning difficulties etc. would not normally be expected to contribute, as the number of children generated would be marginal or nil. Dwellings with one bedroom are excluded as they are not expected to accommodate any children. All other new dwellings of two bedrooms or more will be

included in the calculations. Where an existing off-site school is to be extended or upgraded, the extension cost per place multiplier will be used to calculate a contribution.

The Council will require developer contributions or direct provision (in-kind) for the provision of places as appropriate to the number, size and type of dwellings and in accordance with the agreed pupil yield model and up-to-date build cost (see below for current pupil yield model). Any contribution requested is directly related to the proposed development and is reasonably related in scale and kind to the proposed development. Developers will be expected to meet the full build cost of new or expanded schools arising from their residential development. Actual build costs of recent projects in the B&NES area will be used to inform calculations going forward as opposed to the DfE costs per pupil which are guidance only and now are considered inadequate.

The space and accommodation requirements will be calculated by reference to the maximum areas as outlined in the latest DfE school area guidelines. The specification will also need to comply with current Council design, build and space requirements, meet best practice for the type of school and Government advice on design and environmental issues.

The following pupil yield figures based on type of dwelling and number of bedrooms will be used to calculate the contribution.

Table3: Pupil Yield by Dwelling Type

Dwelling Type	2 Bed Flat	3+ Bed Flat	2 Bed House	3 Bed House	4 Bed House	5+ Bed House
Early Years age 0-1 per 100 dwellings	2.88	4.32	5.76	8.64	9.36	7.68
Early Years age 2 per 100 dwellings	1.8	2.7	3.6	5.4	5.85	4.8
Early Years age 3-4 per 100 dwellings	4.56	6.84	9.12	13.68	14.82	12.16
Primary pupils per 100 dwellings	4	30	9	30	46	65
Secondary pupils per 100 dwellings	0	0	3	14	27	46
Sixth Form pupils per 100 dwellings	0	0	1	3	10	8
SEND pupils per 100 dwellings	0.126	0.945	0.315	1.4805	2.6145	3.7485

Where the precise housing mix is not known the following will apply:

- 6 early years children age 0-1 per 100 dwellings
- 4 early years children age 2 per 100 dwellings
- 10 early years children age 3-4 per 100 dwellings
- 31 primary school pupils per 100 dwellings

- 19 secondary school pupils per 100 dwellings
- 4 sixth form pupils per 100 dwellings
- 1.5 SEND pupils per 100 dwellings

The current cost per place multipliers (including Location Factor) that will be used when calculating contributions. They are updated in line with indexation as specified within the Section 106 agreement.

Early Years per place

- New Provision £24,660
- Extension £20,654

Primary School per place

- New School £24,660
- Extension £20,654

Secondary School & Sixth Form per place

- New School £29,875
- Extension £28,408

SEND per place

- New Provision £109,070
- Extension £98,124

The Council will be notified of the proposed mix of dwellings in the development and the following pupil yield figures based on type of dwelling and number of bedrooms will be used to calculate the contribution.

Where a development will result in the need to transport pupils to mainstream primary or secondary school including sixth form, contributions towards this cost will be required through planning obligations. The determination of whether or not Home to School Transport will need to be provided will be made with reference to the DfE statutory Home to School Travel and Transport Guidance and to Bath and North East Somerset Council's published Home to School Travel Policy for compulsory school age children.

4.2 Health infrastructure

This section covers primary care led healthcare infrastructure in the community. It does not cover acute and secondary healthcare with a more strategic function which serves a wider catchment area than B&NES boundary, and does not directly relate to neighbourhoods.

This infrastructure is classed as essential, as additional healthcare capacity will be required to make development acceptable in planning terms and to ensure that new growth does not place unacceptable pressure on existing health facilities. This is particularly the case given that the existing primary care led health estate is already operating with insufficient facilities, at a deficit to NHS standards.

Existing Situation

Health care provision is an integral component of sustainable development – access to essential healthcare services promotes good health outcomes and supports the overall social and economic wellbeing of an area.

The 10-Year Health Plan for the NHS sets out a vision for the NHS which at its core, the plan centres around three key shifts:

- Hospital to community
- Analogue to digital
- Sickness to prevention

The Bath and North East Somerset, Swindon and Wiltshire Integrated Care Board (BSW ICB) BSW ICB is the statutory body who plan and manage health care services in the district for the local population. B&NES area of the ICB area is served by approximately 23 GP practices, which are grouped into 6 Primary Care Networks (PCNs). The area also benefits from the Royal United Hospital which is a major acute district general hospital alongside other community and mental health services provided by the NHS and other organisations.

The ICB states that the NHS has undertaken primary care infrastructure assessments across B&NES and has confirmed infrastructure deficits and capacity constraints across all Primary Care Networks. Existing premises are already insufficient to fully accommodate the current registered population and there is therefore no surplus primary care capacity available to absorb the growth proposed through the Local Plan.

Current infrastructure activity is focused on service transformation and the expansion of multidisciplinary working within primary care, consistent with national policy to deliver more care closer to home. Practices and Primary Care Networks (PCNs) are progressing estate planning work to assess capacity constraints within existing premises, identify opportunities for internal reconfiguration or modest extension, and align local estate planning with emerging Neighbourhood Health Centre-based models of care. The Local Authority is also a significant commissioner and provider of services through Public Health, Adult Social Care and wider community-based provision. It is therefore important that future infrastructure planning reflects

the needs of the broader health and care system rather than focusing solely on NHS estate requirements.

Bath

The Bath area comprises four PCNs as follows:

The Heart of Bath PCN

This PCN is made up of one main surgery and two branches. It requires significant investment to cater for the existing housing growth in the Western Riverside and Central areas. The PCN is facing a shortage of floorspace. This lack of space creates barriers to collaboration, communication, and the efficient delivery of clinical services. Options for consolidation, reconfiguration and development of the Heart of Bath premises are currently being explored by the PCN, centred around the Oldfield Surgery with more limited potential at St James's Surgery and Junction Surgery. Smaller projects to deliver additional capacity at the other PCNs that provide services to these areas will also likely be required.

Minerva PCN

The PCN is made up of four main and three branch surgeries. There are four premises which are old properties in poor condition. There is a need for continued investment in Combe Down Surgery to provide additional clinical space to serve the housing growth at the Mulberry Park, Foxhill, and Odd Down urban extension area. In the short term, this is being delivered via conversion of currently vacant pharmacy space and administration rooms, complementing the three additional consulting rooms delivered in 2021/22 at the Sulis Branch Surgery. Expansion options for Combe Down Surgery as well as other premises in the Minerva PCN are also being explored as further clinical capacity will be required in the PCN to support existing and proposed housing commitments.

Bath Independents

The PCN is made up of three main surgeries. Within this PCN there is minimal room for expansion across the GP premises which limits growth opportunities to accommodate workforce and services to meet patient needs.

Unity Medical Centre

The PCN is made up of two main surgeries including the University of Bath Medical Centre, and one branch practice. The PCN currently experiences an overall space deficit for provision of primary care services.

Keynsham

The only Primary Care Network in this area within B&NES is Keynsham PCN, which consists of three main practices and two branches of GP surgeries. The Keynsham PCN currently experiences an overall space deficit for provision of primary care services to the existing residential population. There is a lack of spare capacity in the locality that could accommodate additional primary care provision for new housing growth. There is currently a requirement for increased consultation space, and this will be impacted by the proposed new housing growth.

Somer Valley and Rural Areas

There is only one primary care network in this area, the Three Valleys PCN, which consists of nine main practices and two branches of GP surgeries. The PCN currently experiences an overall space deficit for provision of primary care services to the existing residential population. There is a lack of spare capacity in the locality that could accommodate additional primary care provision for new housing growth. The PCN has ambitions to work more collaboratively as a PCN by potentially forming neighbourhood hubs. Given the quantum of development a new neighbourhood hub in existing or new premises may be necessary to support the healthcare needs of the new population.

PCNs covering rural areas have very limited capacity to absorb new patients. Within rural locations the impact of a small number of new homes will often have a more significant impact compared to urban practices. This is because premises within the existing estate often do not have the flexibility to accommodate the increase in size needed to provide additional services, including the wider range of services now required in primary care.

Future Needs

The growth proposed through the Local Plan should therefore be viewed as generating additional infrastructure requirements over and above the existing estate that is already operating in deficit. The NHS position is that additional healthcare infrastructure and investment will be required across a number of locations within B&NES. The key question is not whether additional infrastructure is required, but determining the most appropriate model of care, location, scale and delivery mechanism required to support the future population.

The NHS also emphasise the importance of considering healthcare infrastructure within the context of wider neighbourhood healthcare planning rather than solely through the lens of individual healthcare facilities or General Practice capacity. Future solutions are increasingly intended to support a much broader range of services than General Practice alone.

Future Neighbourhood Health arrangements are expected to bring together elements of:

- Primary Care.
- Community Health Services.
- Mental Health Services.
- Prevention and Population Health.
- Adult Social Care.
- Public Health.
- Voluntary and Community Sector provision; and
- Other local public services where appropriate.

From a healthcare perspective, the ICB advises the proposed level of growth will generate substantial additional demand across primary care, community health, mental health and wider neighbourhood health services. This model of provision will require a strategic approach to its delivery and go beyond the planning requirement to purely mitigate the development.

Additional requirements for other services commissioned by the ICB, such as Pharmacy, Optometry, and Dentistry (POD), will need to be reviewed on a case-by-case basis. The POD services have different contractual arrangements, and therefore, capacity planning for these services typically occurs over shorter timeframes (approximately 5 years).

There may also be a need to consider the implications of Children and Adult Social Services for healthcare and community provision.

The implications of the 10-year plan for the healthcare estate across B&NES, the shape and composition of future service provision, is therefore under review and may result in a variety of alternative needs being identified in future iterations of the IDP

Future neighbourhood healthcare planning also provides an opportunity to consider the role of existing public-sector assets in meeting future infrastructure requirements. Whilst discussions often focus on the provision of new NHS facilities, future solutions may equally involve existing local authority assets, underutilised public buildings, community facilities, redevelopment opportunities, extensions to existing sites, or integrated facilities delivered through wider regeneration and growth programmes.

At present, neither the NHS nor local partners have completed the work necessary to fully understand what existing assets may be available across neighbourhoods and how these could contribute towards future service delivery. This further reinforces the importance of developing shared neighbourhood healthcare plans before determining specific infrastructure solutions, as doing so may identify opportunities that reduce the need for standalone facilities and enable more integrated use of public-sector resources.

A neighbourhood healthcare approach also creates opportunities to align infrastructure investment and developer contributions across organisational boundaries. In this context, neighbourhood healthcare planning becomes an important mechanism for bringing together service requirements, infrastructure needs, public assets and funding opportunities across organisational boundaries, helping to identify solutions that are both more sustainable and more responsive to the needs of local communities.

The emerging Neighbourhood Health work being undertaken by the NHS is to define how services will be delivered in the future. It is only once that is understood that the NHS can determine with confidence what infrastructure is required, at what scale and in what location.

Should it be concluded that on-site health provision is needed, this will need to take the form of either in-kind provision by the developer in the form of a turnkey facility transferred to the NHS at no cost, or the provision of a serviced plot of land at no cost with a financial contribution to equivalent to the full capital cost of a new build facility of the required size.

The ICB will continue to work closely with B&NES Council to determine the specific nature of health provision required from new development. Consideration will be given to alignment with the ICB's emerging Infrastructure Strategy and investment plans, to ensure that healthcare

services are available for new communities and delivered in a way that promotes NHS objectives related to the delivery of population-based healthcare.

The ICB /NHS Property Services have engaged with the NHS Bristol, North Somerset and South Gloucestershire Integrated Care Board regarding developments in particular at Whitchurch and Hicks Gate.

Key Projects

There are currently no key projects identified.

The Council will continue to engage with the NHS ICB on addressing the infrastructure requirements for the district.

Delivery and Funding

As set out above, the infrastructure needs to meet population growth in B&NES cannot be met from existing estate, which is in deficit, and the infrastructure will not be delivered by public sector funding alone. There is currently a significant shortfall in funding this critical infrastructure - the government expects developers to fund infrastructure to support growth. NHS England Capital Guidance 2025/26 states that “Capital allocations do not cover additional facilities required due to housing developments. NHS organisations should work with local authorities to secure developer contributions for extra capacity”

It is therefore anticipated that developer contributions are the key planning mechanism used to fund the additional capacity required due to proposed Local Plan housing growth.

The Current Planning Obligations Supplementary Planning Document sets out an approach to planning obligations for primary care facilities. While this calculation does not address the related neighbourhood services such as community care, mental health and social care services it is a proxy for healthcare infrastructure provision.

Obligations in respect of health facilities will be sought from new residential development (self-contained and non-self-contained) of all tenures of 50 dwellings or more, district wide. In order to identify whether the equivalent threshold of 50 dwellings is triggered for communal accommodation, this will be calculated by dividing by the number of student bedrooms proposed by the national ratio (2.4) and/or the number of other communal bedrooms by the national ratio (1.9)¹.

To determine if a planning obligation is required and the appropriate form of contribution, a four-step process will be followed, as follows:

Step 1: Assess Primary Care Infrastructure Needs Arising from Development

The residential population generated by the proposed development is used to estimate the direct impact on local primary care services by providing the number of GP registrations linked to the additional population.

¹ 4 Reference – Ratios derived from MHCLG Housing Delivery Test Technical Note 2023 Updated December 2024:

- For self-contained (C3) dwellings the average household size of 2.3 as identified by 2021 Census will be used applied to all units.
- For non self-contained dwellings such as student accommodation the standard assumption will be one person per bedspace.

For older people's housing the most appropriate approach to determining population gain will need to be agreed on a case-by-case basis with the Council.

Alternate household size assumptions will only be considered by the ICB if justified by the applicant and agreed by the Council.

Department of Health best practice guidance for primary care facilities is provided in Health Building Note 11:01: Facilities for Primary and Community Care (HBN 11-01). Health Building Notes provide guidance on the design and planning of new healthcare buildings, as well as the refurbishment and extension of existing facilities. HBN11-01 sets out the way to quantify the types of spaces needed for primary and community care facilities to support the design process for projects in the NHS building programme.

For planning purposes, the ICB uses a standard floorspace requirement of 150sqm Gross Internal Area (GIA) per 1,750 patients which is aligned to HBN11-01 guidance. This provides an appropriate benchmark for the early-stage planning of new facilities, to identify the scale of additional infrastructure required to provide primary care services to a modern standard of care for residents of new housing in efficient, flexible, and user-friendly environments. This floorspace standard is kept under review by the ICB to ensure it reflects the most up-to-date best practice guidance and may be revised accordingly.

Step 2 Review capacity of existing primary care infrastructure

The ICB will identify the individual primary care premises likely to be impacted by new development based on existing GP catchments, predominant patterns of patient access in the local area and ICB objectives relating to primary care accessibility. This means that not all practices whose catchments cover the development site will necessarily be included in the assessment of existing capacity – for example while some GPs have very large catchments, the ICB does not consider it appropriate to expect patients to travel significant distances to access primary care facilities when there are closer options.

Early engagement with the ICB will ensure that baseline capacity assessment includes the correct premises. The ICB uses a standard floorspace requirement of 120sqm Net Internal Area (NIA) per 1,750 patients to assess the capacity of existing premises, aligned to HBN11-01. Where available, weighted patient list size should be used for the assessment. This results in a more accurate understanding of current infrastructure capacity because weighting for patient demographics reflects that certain types of patients place a higher demand on practices than others (e.g. older patients, very young patients).

Step 3: Consider appropriate additional capacity solutions and approaches

Developer contributions towards health infrastructure should contribute to the delivery of effective and efficient primary care services that meet the strategic needs of the impacted PCN(s) and the ICS. The ICB will identify capacity solutions to deliver the required additional floorspace based on either:

- Refurbishment, reconfiguration and/or extension of existing premises – this will depend on if existing premises are in the right location, have the potential for refurbishment, reconfiguration and/or extension, and alignment with ICB infrastructure strategy.
- New build health facilities – this may either be on-site or off-site depending on the scale/location of the development and alignment with ICB infrastructure strategy.

The following table shows the 4 step process.

Overview of Methodology for Calculating Primary Care Infrastructure Needs	
Step 1: Assess level of primary care infrastructure need proposal generates	• Average household size applied to total number of residential units / proposed no of occupants. • ICB floorspace requirement for growth 150sqm GIA per 1750 patients
Step 2: Review capacity of existing primary care infrastructure	• Existing practices likely to be impacted identified by the ICB • ICB benchmark for existing capacity 120sqm NIA per 1750 patients
Step 3: Consider appropriate additional capacity solutions and approaches	• Potential for expansion of existing facilities or new provision
Step 4: Identify appropriate form of developer contributions	• ICB build cost benchmarks of £5,373/sqm for expansion of existing premises and £6,960/sqm for new build (updated annually)
Example calculation for 250 unit scheme mitigated by expansion of existing facilities: $[(250 \text{ residential units} \times 2.3 \text{ persons/house}) / 1,750 \text{ patients}] \times 150 \text{sqm} = 49 \text{sqm floorspace requirement}$ $(49 \text{sqm primary care floorspace}) \times (£5,373 / \text{sqm ICB build cost benchmark for expansion}) = £263,277$	

4.3 Emergency Services

Emergency Services include the Ambulance Service, Fire and Rescue Service and Police. The organisations responsible for emergency services are South Western Ambulance Service NHS Foundation Trust (SWAST); Avon Fire & Rescue Service (AF&RS); and Avon and Somerset Constabulary (ASC).

Existing Situation

Emergency services have various assets across Bath and North East Somerset with locations linked to operational requirements. Requirements for upgrades to infrastructure are planned within those organisations (for example the redevelopment of the Bath Fire Station and the development of a new police station in Bath are both taking place). The existing Bath Ambulance Station has previously been identified by SWAST as nearing the end of its economic life and constrained in meeting the requirements of modern ambulance vehicles. SWAST has undertaken estate and operational modelling to review future service deployment arrangements, although no updated estate strategy or growth-related infrastructure requirements have been provided.

Future Needs

No specific infrastructure requirements directly attributable to Local Plan growth have been identified by the relevant emergency-service providers at this stage. This position will be kept under review as estate strategies and operational modelling are updated.

4.4 Green Infrastructure

This chapter considers green infrastructure, public open space (“open space”), provision for children and young people, and allotments/food growing space. Green infrastructure is defined in the [NPPF glossary](#). Outdoor sports pitches are covered in the outdoor sports and leisure chapter.

The Government’s Natural Environment Guidance states ‘Green Infrastructure can embrace a range of spaces and assets that provide environmental and wider benefits. It can, for example, include parks, playing fields, other areas of open space, woodland, allotments, private gardens, sustainable drainage features, green roofs and walls, street trees and ‘blue infrastructure’ such as streams, ponds, canals and other water bodies’ (PPG Natural Environment; Paragraph: 004 Reference ID: 8-004-20190721).

Existing Situation

The Green Infrastructure Framework for Bath and North East Somerset includes the Greener Places Plan 2025 to 2035 and the Greener Places Investment & Delivery Plan 2025 to 2030. The Greener Places Plan promotes understanding of what GI is, the multiple benefits it provides, and how to deliver it where it is needed most, for people and nature. The Investment & Delivery Plan identifies actual projects, timelines and funding arrangements.

The Bath and North East Somerset Open Space Assessment (2026) provides the evidence base to support the Local Plan to 2043 and local standards for open space (including allotments and community food growing sites) which have been developed under the presumption of no net loss to protect current per person provision and ensure that it does not decrease over the new Local Plan period. The assessment reviews open space provision across four analysis areas: Bath, the Bristol to Bath Corridor, the Somer Valley and Rural Areas.

The West of England Local Nature Recovery Strategy identifies existing areas of particular importance for biodiversity, including internationally, nationally and locally designated sites, Local Nature Reserves, Sites of Nature Conservation Interest and irreplaceable habitats such as ancient woodland. It also identifies local priorities and maps focus areas where action for nature recovery will have the greatest impact.

Future Needs

Policy requirements relating to green infrastructure for new developments are set out in the Draft Local Plan and include the following:

Table 4: Green Infrastructure Policy Requirements

Requirement	Relevant policy / reference
Multifunctional Green Infrastructure and Urban Greening Factor	Policy 6.11
Open-space typologies and standards including allotments and play	Policy 6.12 and Appendix 2
Trees and street trees	Policy 6.10
Climate adaptation and SuDS	Policies 6.2 and 6.11, supplemented by

	strategic site policies
Species features and habitat measures	Policy 6.9 and saved Policies NE3 to NE5
Allotments and food growing	Policy 6.12, Appendix 2 and saved Policies LCR8 and LCR9

Policy 6.12 and Appendix 2 of the Local Plan sets out the types of open space provision, open space standards, minimum sizes, requirements for open space and provides a guide to assess which scales of residential development generate a need for on-site provision. It indicates 4.7 hectares per 1,000 population of accessible open space is the required standard for the district, and provides details

All major commercial and residential developments are expected to provide GI to contribute towards urban greening and features for species; and all major residential developments are expected to incorporate opportunities for informal food growing wherever possible. Urban greening can include diverse measures such as vertical planting, trees and fruit bushes which cover a number of different policy requirements.

All major residential development (excluding PBSA, co-living accommodation and specialised housing for older people) is also expected to provide informal play provision in accordance with the provision for children and teenagers – informal play standards. Playful features for children and teenagers should be integrated and distributed within development.

Key Projects

Green infrastructure requirements are set out within the Local Plan site allocations. Key projects are below. Many of the allocations include large areas of multifunctional open space which can deliver a wide range of benefits including landscape protection and mitigation requirements, supporting nature recovery including Biodiversity Net Gain, climate resilience, health and wellbeing. The key requirements for the strategic site allocations are summarised in the table below.

Table 5: Key Green Infrastructure Projects

Area	Key Green Infrastructure Projects
Bath	Odd Down strategic employment area: New accessible nature park to the south west of the existing Park & Ride (P&R) site which complements and supports the wildlife interests of the P&R and secures the area as a resilient Site of Nature Conservation Interest.
Bristol to Bath Corridor	North Keynsham: New country park associated with the River Avon corridor; including new landscape-led woodland. South West Keynsham: New semi-natural parkland / country park including new landscape-led woodland connecting with Abbots Wood and linking east west with

Area	Key Green Infrastructure Projects
	new woodland and informal treelines. South East Keynsham: New country park including new landscape-led woodland connecting with Manor Road Community Woodland and adjacent strategic green spaces; providing secure and improved green gap functions. South Saltford: New country park to link with Manor Road Community Woodland and adjacent strategic green spaces; providing secure and improved green gap functions. West Saltford: New country park including new landscape-led woodland connecting with Manor Road Community Woodland and adjacent strategic green spaces; providing secure and improved green gap functions. Strategic woodland mitigation north and south of A4. East Whitchurch: New semi-formal parkland / country park; including new landscape-led woodland South-West Whitchurch: New semi-formal parkland / country park connecting with the former railway corridor Hicks Gate: New nature / country park and local nature reserve connecting communities to the north and south of the A4 through the retention, protection and enhancement of the existing hedgerow network and watercourse, and with the creation of new landscape-led woodland and natural and semi-natural open spaces.
Somer Valley	South Peasedown: New country park combining new linear landscape-led woodland, parkland and meadow creation and linking with landscape-led woodland planting to east linking the new housing and employment areas through landscape-led GI. North Radstock: New country park with parkland meadow creation and landscape-led woodland planting Writhlington: Woodland screening and landscape mitigation. Greenspace standards apply. Paulton South: New country park with meadow and wood pasture creation; including landscape-led woodland.
Rural	Bishop Sutton: New strategic natural and semi-natural greenspace to deliver habitat buffers and protection to Chew Valley Special Protection Area. Links to and

Area	Key Green Infrastructure Projects
	enabling circular nature-based recreational routes.

Funding and Delivery

It is expected that the strategic sites will deliver multifunctional open space green infrastructure on site or adjacent to sites as part of the developments. In some cases, these strategic requirements will require partnership working and external funding.

For windfall sites which are not allocated within the Local Plan, the Local Plan Appendix 2 indicates which open space types will be required on site or financial contributions via planning obligations towards off- site provision will be required. Green infrastructure to support the Local Plan growth will be secured on site or alternatively off site via planning obligations.

The decision on whether provision is to be on-site, off-site or both depends on the following considerations:

- The scale of the proposed development and site area
- The suitability of a site reflecting, for example, its topography or flood risk
- The existing provision within the neighbourhood and / or the sub area
- Other sites in the neighbourhood where additional provision is proposed
- Existing access within the neighbourhood and / or sub area

Where open space is to be provided on-site, the Council will expect the developer to provide the land and either:

- Design and build the provision to the satisfaction of the Council; or
- Make a financial contribution to the Council so that it may arrange delivery.

Where off-site provision is required, contributions for off-site provision will normally be required. Refer to Appendix 2 of the Local Plan for details.

4.5 Sport and Recreation

This chapter covers indoor and outdoor sports facilities. It is acknowledged that there may be some overlap with other community facilities and also open space provision – parks and recreation grounds.

Existing Situation

Sport plays a key role in the culture of Bath & North East Somerset, with Bath Rugby and Bath City Football clubs prominent forces in the city and the world class training facilities at the University of Bath. There is a strong culture of sports clubs in the area with well above average membership levels and a large volunteer workforce providing a myriad of sporting and physical activity opportunities.

A Playing Pitch Strategy (PPS) has been prepared to identify the current quality and quantity of playing pitch provision and inform the nature and quantity of future playing pitch provision required in B&NES given the anticipated population growth in the area.

The PPS assesses secured public use and covers:

- All local authority pitches (B&NES, Town and Parish Council's);
- Educational facilities whether subject to formal dual use, community use agreements or similar formal hire arrangements with local teams or not;
- Any other facilities which are available to the public as a result of formal dual / community use agreements; and
- Any facilities owned, used or maintained by clubs/private individuals, which as a matter of policy or practice are available for use by sections of the public through membership of a club or admission fees.

The PPS has been developed in partnership with a range of agencies including Sport England, national governing bodies of sport including football, cricket, rugby union and tennis and local football, hockey, rugby union, cricket, tennis, bowls and lacrosse clubs.

B&NES is also undertaking a Built Facilities Strategy focused solely on indoor built sports and leisure facilities, including (but not limited to):

- Sports halls
- Swimming pools
- Health & fitness suites and studios
- Indoor tennis
- Indoor cricket practice facilities
- Climbing / bouldering facilities
- Gymnastics / trampolining
- Specialist indoor training spaces
- Community leisure buildings with sports use

Future Needs

The next stage of the PPS will consider the provision of new and upgraded playing pitches, and the Built Facilities Strategy will consider the current situation and future needs for indoor sports and leisure facilities.

In terms of playing pitches, the recreational and amenity value of school playing fields and other playing fields is considered particularly important, and it is agreed the community use of school playing fields should be encouraged. When not required for their original purpose, these recreational assets may be able to assist in meeting the need for recreational land in the wider community.

Sport England provide a Playing Pitch Calculator (PPC) which helps local authorities with an up to date PPS with identifying the need for playing pitches within an area, and estimate the demand that may be generated for the use of playing pitches by a growing population. B&NES has access to the calculator.

The Council will continue to engage with sports organisations and Sport England regarding future needs.

Key Projects

Projects to accommodate the growth identified in the PPS are being developed as part of the next stage of the PPS. However, it is likely that this will entail upgrading of existing playing pitches and facilities. The Built facilities strategy will indicate need for new and expanded provision and identify projects to accommodate this need.

Particular projects which are identified at this stage include the shared use of new playing field provision at the proposed new Whitchurch Secondary School.

Delivery and Funding

Major residential development will be required to provide or contribute towards playing pitches, sports facilities and associated infrastructure where additional demand is generated by the development. Contributions may be secured towards new provision, improvements to existing facilities, enhanced community access arrangements and supporting infrastructure, in accordance with the priorities identified in the adopted Playing Pitch Strategy, Built Facilities Strategy and other relevant evidence of need. The Sport England calculator will be used to calculate S106 contributions.

4.6 Community and Cultural Facilities

This chapter is focused on community infrastructure, including community centres and village halls and other publicly accessible buildings which have multiple functions, libraries, and other cultural facilities.

Existing Situation

The NPPF includes a social objective and makes reference to meeting places and public spaces, recognising the need for the built environment to facilitate social interaction and promote opportunities for meetings between members of the community who might not otherwise encounter each other. Community centres, libraries and cultural facilities enhance the health and wellbeing of communities and create socially cohesive communities.

The Rural Facilities Audit (2024) includes the availability and condition of facilities such as:

- Village halls
- Community centres
- Meeting spaces
- Local shops
- Post offices
- Pubs used as community hubs
- Places of worship used for community functions

In addition to play areas and sports and village recreation spaces.

Libraries

The Library Service has three council run libraries in Bath, Keynsham and Midsomer Norton providing Library services and Council and Partner Services in Keynsham and Midsomer Norton; 11 community libraries; and a mobile library service. B&NES Library Service is a statutory service and is part of the cultural infrastructure of B&NES. It uses the Libraries for Life framework as a strategic guide to plan services, community events, and support for residents across every life stage.

Cultural Facilities

A Cultural Development Plan 2025 – 2027 has been approved. This sought feedback from stakeholders on cultural facilities and notes that culture is one of the Council's priorities in the Corporate Strategy and is a key component of place-shaping.

Burial Grounds and Crematoria

The Council owns and manages the Haycombe 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.

Demand for burial sites, and new approaches to burials, such as natural green burials, affect infrastructure requirements.

Future Needs

There are no specific infrastructure requirements identified for the library service based on Local Plan growth.

Multi-functional community centres/ hubs are being planned for the large strategic sites, including at East Whitchurch and North Keynsham with community halls at South West Keynsham and West Saltford. Community uses are proposed at Hicks Gate within a neighbourhood centre, and West of Clutton.

It is likely that there will be improvements to community and cultural facilities in the Somer Valley town centres through the Radstock Town Centre regeneration action plan and the Imagine Midsomer Norton Town Centre Masterplan as is acknowledged that the town centres must transition into a more mixed use, experience led environment that includes retail, hospitality, workspace, community, and cultural uses to ensure resilience.

An extension to Haycombe cemetery has been implemented however further land is needed to meet demand. Policy LCR4 will continue to safeguard this land to ensure future needs are met and continue to define these areas on the Policies Map.

Key Projects

Table 6: Key Community Facility Projects for Strategic Site Allocations

Area	Requirement / issue
Bristol to Bath Corridor	North Keynsham - Community hub as part of new Local Centre
	South West Keynsham – Community Hall as part of a Local Centre
	East Whitchurch – Community hub as part of new Local Centre
	West Saltford – Community Hall
	Hicks Gate – Community use
Rural Areas	West of Clutton - new community use

Funding and Delivery

The funding and delivery of the on site provision of community centres/ hubs associated with the strategic site allocations will be by the developer as part of a Section 106 agreement.

There are no specific proposals for new libraries or extensions to libraries as part of the Local Plan. This will be kept under review.

4.7 Transport and Movement

This chapter focuses on active travel, roads and streets, and public transport provision required for Local Plan growth.

Existing Situation

Bath & North East Somerset Council (B&NES) is the local highway and transport authority, with responsibility for local roads, transport planning, traffic management, parking, public rights of way and local transport strategies. The West of England Mayoral Combined Authority (WECA) leads on regional transport planning, manages a range of bus services and transport programmes, and is responsible for preparing the Joint Local Transport Plan.

The need for transport infrastructure works is recognised throughout the adopted Local Plan; and Transport and Development Supplementary Planning Document 2022 which defines and outlines the Council's approach and expectations for developments in relation to Walking and Cycling, Parking Standards, Ultra Low Emission Vehicles (ULEV) and Travel Plans.

The Council adopted the Active Travel Masterplan in 2025. It provides a long-term strategy for creating a comprehensive network of walking, wheeling and cycling routes across the district to support sustainable travel, public health and climate objectives.

Evidence has been prepared at the different stages of the preparation of the Draft Local Plan. A Mobility Study Stage 1 Evidence Review Report January 2024 set out existing transport characteristics, opportunities and challenges that exist within the B&NES district. It describes the existing transport networks in the area, summarises travel patterns identified from census data, and identifies existing and proposed transport schemes.

Future Needs

The Local Plan and Transport Strategy have been developed together to support a pattern of growth that is sustainable, accessible and resilient. A Transport Topic Paper accompanying the Local Plan sets out the detailed transport infrastructure required to mitigate the impact of development. Local Plan allocations also identify site-specific transport mitigation requirements.

The Topic Paper emphasises that future transport infrastructure will need to reduce the need to travel, enable more journeys to be made by walking, wheeling, cycling and public transport, and improve access to opportunities for all residents.

Future investment will be prioritised along the district's principal transport corridors, particularly the A4, A37 and A367, and within settlements that already benefit from relatively strong levels of accessibility. The approach is to make efficient use of existing infrastructure, strengthen sustainable transport networks, reduce future reliance on the private car, and improve access from rural communities and other less directly connected locations.

At a strategic level, the approach is to first improve local connectivity and access to sustainable transport, then strengthen public transport provision on the district's key corridors, before addressing residual highway and safety issues where required.

Enhanced public transport services on the A367 and A4 corridors will be needed to strengthen connections between Bath, the Somer Valley and the Bristol to Bath corridor.

Key transport interchanges, include at Odd Down in Bath and Hicks Gate. In addition, the strategy also supports the development of a network of multi-modal travel hubs and 'Link and Ride' style facilities on these strategic corridors, enabling people travelling from rural communities and smaller settlements to connect easily with high-frequency public transport services.

Key Projects

Table 7: Transport Projects identified to address Local Plan growth

Area / key location	Transport mitigation projects
Bath area	Active Travel • Area wide active improvements - Bathford and Batheaston • Area wide active improvements - Lower Weston • Area wide active improvements – Weston • Shared use path - Odd Down - Wellsway Bus • Travel Hub - Bath Central • Travel Hub - Bath Spa • Travel Hub - Batheaston • Travel Hub - Lower Weston • Travel Hub - Odd Down • Travel Hub - University of Bath Highway • Highway Access - New access to Odd Down P&R and new site
Bristol to Bath Corridor	Bus • Active Travel Hub - Area wide (x11) in Bristol-Bath corridor
Keynsham	Bus • Travel Hub - A4, Keynsham • Travel Hub - Ashton Way-Keynsham High St • Travel Hub - Chandag Road, Keynsham • Travel Hub - Charlton Road • Travel Hub - Queens Road, Keynsham Highway • Highway Traffic Management - St Ladoc road / Charlton Road junction upgrade
North Keynsham	Active Travel • Shared use path - Avon Mill Lane - Station (North Keynsham) • Mixed Traffic - Pixash Lane (North Keynsham) • Mixed Traffic - Unity Road (North Keynsham) • Walking Route - North Keynsham - Keynsham High Street Bus

	• Bus Stop improvement - 6 bus stops in North Keynsham Highway • Highway Access - North Keynsham Access Road.
South Keynsham	Active Travel • Mixed Traffic - St Clements Rd - High St (South Keynsham) • Mixed Traffic - Silbury Rise - Chandag Rd (South Keynsham) • Separated provision - Charlton Road (South Keynsham - High Street) • Shared use path - Park House Lane (South Keynsham) Bus • Bus Stop improvement - 4 bus stops in South Keynsham
Saltford	Active Travel • Mixed Traffic - Grange Rd (Saltford) • Mixed Traffic - Norman Road (Saltford) • Quiet Lane - Saltford to Bristol-Bath cycle path Bus • Bus Stop improvement - 2 bus stops in Saltford
Whitchurch	Active Travel • Mixed Traffic - Staunton Lane - Sleep Lane (Whitchurch) • Quiet Lane - Queen Charlton Ln - Whitchurch 1 Bus • Bus Stop improvement - 4 bus stops in South Whitchurch • Travel Hub (with 50 space parking) - Whitchurch Highway • Highway Access - New Access road from Bristol Rd to Stockwood lane
Hicks Gate	Active Travel • Shared use path - Durley Hill (Hicks Gate) • Walking Route - Hicks Gate to Whitchurch Bus • Bus Stop improvement - 4 bus stops in Hicks Gate • Transport Interchange - New Major interchange in Hicks Gate Highway • Highway Access - Highway access to interchange via Hicks Gate roundabout
Somer Valley	Key Projects
North Radstock	Active Travel • Active Travel Hub - North Radstock • Quiet Lane - Gassons to Braysdown Ln (Radstock - Peasedown) • Walking Route - Bristol Rd (North Radstock) • Walking Route - Frome Road (North Radstock) Bus • Travel Hub (with 50 space parking) - North Radstock

	• Bus Stop improvement - 2 bus stops in North Radstock
Radstock	Bus • Travel Hub - Travel Hub - Radstock • Shared use path - Haydon – Radstock
East Radstock	Active Travel • Quiet Lane - Writhlington - Greenway (Radstock)
Midsomer Norton	Active Travel • Mixed Traffic - Chilcompton - High St (Midsomer Norton South) • Mixed Traffic - Norton Hill (Midsomer Norton) • Mixed Traffic – Thicket Mead Bus • Travel Hub - Midsomer Norton Central • Travel Hub - Thicket Mead • Travel Hub - Midsomer Norton South 1 • Travel Hub - Midsomer Norton South 2 • Bus Stop improvement - 6 bus stops in Midsomer Norton
Peasedown	Active Travel • Quiet Lane – Peasedown Bus • Bus Stop improvement - 8 bus stops in Peasedown • Travel Hub (with 50 space parking) - Peasedown North • Travel Hub (with 50 space parking) - Peasedown South Highway • Highway Access - A367 route from South Peasedown to Clandown: Provide controlled crossings
Paulton	Active Travel • Area wide active improvements - Area wide improvements – Paulton Bus • Travel Hub - Travel Hub - Paulton & Hallatrow
Farrington Gurney	Active Travel • Area wide active improvements - Area wide improvements - Farrington Gurney Bus • Travel Hub (with 50 space parking) - Farrington Gurney
Rural Areas	Key Projects
Clutton Temple Cloud area	Active Travel • Area wide active improvements - Area wide improvements - Clutton and Temple Cloud Bus • Travel Hub (with 50 space parking) - Clutton • Travel Hub (with 50 space parking) - Temple Cloud
Farmborough	Active Travel • Area wide active improvements - Area wide improvements - Farmborough
Timsbury	Active Travel

	Area wide active improvements - Area wide improvements - Timsbury
--	---

Table 8: Bus Service Improvements

Area	Bus Service frequency improvement
District	- X39 (4 to 6 buses per hour) - No 41 Bath City Centre - Odd Down Park & Ride - no 174 Bath - Peasedown St John - Radstock - Midsomer Norton — Wells (6 to 8 buses per hour) - no 376 Yeovil – Bristol via A37 /Clutton/Temple Cloud (3 to 4 buses per hour) - no 522 Bath - Bristol via Radstock, Midsomer Norton and Paulton (1 to 3 buses per hour)
Bristol to Bath Corridor	- New Hengrove - Whitchurch - Keynsham - bus service -2 buses per hour - New Whitchurch – Bristol bus service - 2 buses per hour - no 9 -(6 to 12 buses per hour) Brislington P&R - Bristol City Centre - Portway P&R
Somer Valley	no 424 Midsomer Norton – Frome (1 to 3 buses per hour)

Funding and Delivery

The cost of the transport schemes is significant. Refer to the transport section of the infrastructure schedule.

The Transport Topic Paper sets out funding and delivery mechanisms and refers to the Transport for City Regions (TCR) funding which is a multi-year funding programme announced through the 2025 Spending Review to provide long-term consolidated transport investment to mayoral city regions.

It states that it would be reasonable, for plan-making purposes, to assume that a proportion of the West of England TCR allocation could contribute towards the B&NES Local Plan transport package, and that if B&NES secured around £100 million to £150 million of TCR-supported investment over the first settlement period, this would leave an indicative residual requirement of around £60 million to £100 million. This residual would need to be met through a combination of developer contributions, site-specific Section 106 obligations, Community Infrastructure Levy or successor infrastructure levy arrangements, council capital programmes, Active Travel England funding, bus funding, National Highways contributions where impacts on the Strategic Road Network are identified, and future regional or national transport funding settlements.

The Topic Paper states that for new and improved bus services, revenues from fare-paying passengers will play a key role in contributing to increased operating costs. Section 7.3 of the Topic Paper discusses the approach to estimating operating costs and fare revenues, and

demonstrates the long-term financial viability of the bus strategy. However, it states that there will potentially be a need for financial support to ensure adequate bus accessibility during the early stages of development of sites. Contributions will therefore be required from development to support these services. S106 will be needed to support bus services in the initial stages.

4.8 Electricity Supply

This section covers electricity connections which are critical infrastructure. Gas supply is not assessed as new development is not planned to connect to the gas transmission network.

Existing Situation

National Grid Electricity Distribution (NGED) is one of four separate legal entities that form National Grid in the UK. NGED own and operate the electricity distribution network for the South West of England.

NGED are a local distribution network operator (DNO) and have a legal obligation to connect both electricity demand and generation to their network. Electricity power is taken from the transmission network operated by National Grid Electricity Transmission (NGET) and distributed across the grid to be converted to a lower voltage for distribution to homes and businesses.

Power infrastructure is currently undergoing significant upgrades to address both immediate capacity constraints and long-term decarbonisation sustainability goals particularly with the rise of electric vehicles, heat pumps and renewable energy generation.

Future Needs

It is apparent from consultation with NGED that it is currently unable to support any significant additional load on the district's electricity network without undertaking major reinforcement works and need for new substations. Reinforcements are funded by NGED. The responsibility for funding new substations and works falls to developers. The easement area for a ground mounted substation is normally 4 x 4m with the enclosure itself roughly being 3.5 x 2.5m. The cost of these is in the region of £150,000.

Key Projects

The following Table considers the requirements for residential schemes. Commercial proposals on the employment sites are not standard and hence will need to be subject to review.

Table 9: Electricity Grid Infrastructure Requirements for Residential led development.

Area	Site Name	NGED Comments
Bath	-Bath Equestrian Centre - North of Napier Road, Weston - Kingswood School playing fields -Territorial Army site	New ground mounted substation needed.
Bath	-Pure Gym site -McDonald's site -Avon Buildings -Bathwick Tyres site -East of Lidl -Roseberry Place	Connected from existing network - reinforcement required funded by NGED.

	-Crescent Lane, Julian Road	
Bath	- Car park adjacent to Combe Park -Land east of Station Road, Newbridge	Connection from existing network.
Bristol to Bath Corridor	-North Keynsham -West Saltford -South West Keynsham (South)	New High Voltage Meter (HVM) and/or multiple ground mounted substations.
Bristol to Bath Corridor	-Avon Mill Lane -Town centre car parks	Use of existing LV network.
Bristol to Bath Corridor	-South East Keynsham -West Keynsham (North) -South Saltford - South West Whitchurch	New HVM or ground mounted substation.
Bristol to Bath Corridor	East Whitchurch	New HVM and/or multiple ground mounted substations.
Bristol to Bath Corridor	Hicks Gate (B&NES)	Multiple ground mounted substations plus 11KV and 33KV reinforcement.
Bristol to Bath Corridor	Devonport House and Durley Farm, Keynsham	Ground mounted substation.
Somer Valley	Farrington Gurney South	New ground mounted substations to be installed. Potential Overhead HV network reinforcement funded by NGED.
Somer Valley	Chilcompton Road, Midsomer Norton	Potential to be fed via a pole mounted transformer - Likely developer will want a new ground mount.
Somer Valley	Thicket Mead, Midsomer Norton	New ground mounted substation needed.
Somer Valley	-Farrington Road North Paulton -Farrington Road South Paulton	Fed via existing network - NGED reinforcement likely.
Somer Valley	Paulton South	New ground mounted substation. HV reinforcement funded by NGED.
Somer Valley	Paulton Mendip Close	Fed via existing network with NGED reinforcement.
Somer Valley	Lower Peasedown	New transformer needed for site. Pole or Ground mounted.

Somer Valley	South Peasedown	Multiple Ground mounted substations required. Subject to final loading, it is likely 33KV reinforcement work is needed.
Somer Valley	Fosseway, Peasedown	New Ground mounted substation. HV network reinforcement funded by NGED.
Somer Valley	Writhlington	Multiple Ground mounted substations required. Subject to final loading, it is likely 11KV and 33KV reinforcement work is needed funded by NGED.
Somer Valley	North Radstock	Multiple Ground mounted substations required. Subject to final loading, it is likely 11KV and 33KV reinforcement work is needed funded by NGED.
Somer Valley	Haydon	New ground or pole mounted transformer needed.
Rural	West of Clutton	New Ground Mounted substation required.
Rural	Maypole, Clutton	New substation or upgrading of an existing.
Rural	North of Temple Cloud	New Ground Mounted substation required with NGED reinforcement.
Rural	Timsbury Road (east part) Farmborough	Connected to existing network - with NGED funded Reinforcement.
Rural	Timsbury Road (west part) Farmborough	New pole or Ground transformer needed.
Rural	North of Fox Fields, Hallatrow	New pole or ground mounted substation
Rural	West of Timsbury	New Ground mounted substation needed with NGED reinforcement
Rural	East Timsbury	New Ground mounted substation needed with NGED reinforcement
Rural	Corston	New pole or ground mounted substation
Rural	Bishop Sutton West	New pole mounted substation needed and new Ground Mounted substation required.
Rural	Old Tennis Courts, Chew Magna	Connected to existing network - with NGED funded Reinforcement.
Rural	Hedgehogs, Chew Stoke	New substation required.

Funding and Delivery

New ground mounted substations to be installed / funded by the developer as part of the development cost. Grid reinforcements are funded by NGED. For commercial developments the infrastructure will depend on the proposed requirements.

NGED operates connection surgeries for new development sites which can be organised through the NGED website or via contacting nged.newsupplies@nationalgrid.co.uk.

4.9 Water Supply

Existing Situation

Water supply services in B&NES are provided by Wessex Water (for the Bath area) and Bristol Water for the rest of the district. Wessex Water also provides wastewater services. Bristol Water does not provide wastewater services.

Wessex Water published an approved Water Resources Management Plan which sets out a detailed technical programme to develop a supply-demand balance, which forecasts whether the area will have enough water to meet demand in each year from 2025 to 2080.

Around 75% of Wessex Water's public water supply comes from groundwater sources, including aquifers beneath Salisbury Plain, the Cotswolds and the Dorset Downs. The remaining 25% comes from impounding reservoirs in Somerset.

Under a central planning scenario with no interventions, Wessex Water forecasts a small surplus in the short term to 2035. This is expected to decline into a long-term deficit due to increasing demand from population growth, reduced available water because of climate change and step reductions in abstraction, particularly from 2035.

Wessex Water's preferred plan identifies a mix of supply-side and demand-side options. A key element is reducing abstraction to protect chalk streams, resulting in an 82Ml/d loss of supply during drought conditions by 2035.

Wessex Water have explored a long list of options to both increase available supplies and reduce demand, while also assessing these options against a range of criteria, including technical and environmental feasibility, cost and environmental performance (including biodiversity and natural capital) and in the key outcomes of drought resilience, cost, carbon emissions and environmental performance.

Planned measures include:

- rolling out smart meters to 95% of properties by 2035, including households and businesses;
- enhancing water efficiency programmes supported by smart meter data;
- promoting water efficient labelling of appliances;
- continuing leakage reduction to meet the regulatory target of a 50% reduction by 2050;
- developing stream support options for upper Stour headwater catchments;
- taking forward supply-side schemes so they are ready to respond to licence reductions in 2035; and,
- continuing to investigate regional strategic resource options, including effluent reuse and/or a new reservoir in the Mendips with South West Water through the West Country Water Resources Group.

Bristol Water is part of the Pennon Group, along with South West Water. It is a regulated water-only supply company and serves the majority of B&NES outside Bath and its immediate surroundings. Bristol Water's WRMP was published in October 2024 following Government approval.

Approximately half of the water supplied within the Bristol Water supply area is sourced from within that area. The remainder is transferred from outside the area, including from the Gloucester and Sharpness Canal, which accounts for around 46% of licensed resource. Mendip reservoirs and associated surface water abstractions account for around 42%, with the remaining water sourced from within the water resource zone derived from groundwater and accounts for approximately 12% of the available licensed resource. These sources are operated at their optimum output to meet the base-load demand for water.

Bristol Water's WRMP focuses on demand-side measures and identifies no need for supply-side options for its customers. However, Bristol Water is engaged in regional water resources planning through the West Country Water Resources Strategic options include the Cheddar 2 Reservoir and Transfer Project and the Mendip Quarries scheme, which could support wider regional resilience after mineral extraction ends around 2040.

Future Needs

Neither Bristol Water nor Wessex Water have raised strategic objections to the overall scale of growth proposed in the Local Plan. Bristol Water has advised that it does not currently have sufficient internal resource to analyse all site allocations in detail, but will consider the allocations through its next Periodic Review, PR29, which will identify infrastructure requirements from 2030 onwards and particularly for the 2030–2035 period.

Wessex Water requires planning for resilience to the future impacts of climate change and to recognise the need to preserve water supplies as summers become hotter and demand increases.

Draft Local Plan Policy 6.2: Climate Adaptation and Resilience within the Local Plan states that development and associated infrastructure will be supported, subject to other material considerations, where it is demonstrated that proposals are resilient to the impacts of climate change including extreme temperatures, drought and water stress. Rainwater harvesting is a requirement of new development.

Key Projects

There are no strategic projects highlighted which are required directly for Local Plan growth.

Delivery and Funding

Water companies have a statutory duty to provide a water supply to proposed developments.

Water companies submit five-year business plans, also known as Asset Management Plans (AMPs) to the Water Services Regulation Authority. These identify proposed investment requirements, including required funding for new infrastructure. The regulator assesses the plans and publishes a final determination.

For individual developments, developer enquiries are considered by the water company's developer services team, who confirm whether local infrastructure works are required and manage requirements such as onsite and offsite mains, communication pipes, meters, new supplies and main diversions.

Network reinforcement schemes are funded through infrastructure charges paid by developers per property. Commercial developments pay for their own network reinforcements. Charges are reviewed to ensure companies do not overcharge or under-recover costs.

4.10 Wastewater

We categorise wastewater infrastructure as a critical infrastructure type as development could not take place without sewer connections, sewer network capacity and wastewater treatment.

Existing Situation

Wastewater collection and treatment in B&NES is primarily the responsibility of Wessex Water.

Wessex Water produces a Drainage and Wastewater Management Plan (DWMP), which sets out the long-term investment needs for drainage and wastewater infrastructure over a 25-year timeframe. The DWMP informs the five-year business plan investment cycle and identifies the condition and capacity of sewer networks and treatment works.

The largest Wastewater Recycling Centre within the District is at Saltford, which takes wastewater from Bath. There are also WRCs at Keynsham and there are smaller works in the Somer Valley area. Physical assets in the district include pumping stations, treatment plants and the sewer network. The Bath pumping station is located in the Western Riverside area and pumps sewerage to Saltford.

Future Needs

Wessex Water have advised that as the future impacts of climate change include more intense rainfall events, the Local Plan must support efforts to remove Combined Sewer Overflows (CSOs) by ensuring that development provides separate systems of drainage, and that rainwater is not allowed to combine with sewage. CSOs are part of an older type of sewer system called a combined sewer system and are predominantly found on brownfield sites in towns and cities with Victorian sewage systems. These sewer systems carry both surface water (rainwater from roof gutters, patios, driveways and some highways) and foul water (waste from homes and industry) together in one pipe. The redevelopment of brownfield sites offers an opportunity to deliver separate systems of drainage and prevent rainwater mixing with sewage.

Wessex Water note it is important to locate development outside of the Odour and Fly Buffer Zones of WRCs. Standoff zones are needed to ensure new residents are not affected by existing sources of odour and flies but also to ensure that existing WRCs can continue to operate and support growth without restrictions being placed upon them. The criteria should also consider whether growth in the WRC catchment may require an expansion of the works and an expansion of odour and fly buffer zones which will affect any existing and potential sensitive receptors within the zone.

Existing improvements are being made under the AMP8, an asset management and capital investment period running from 2025 to 2030. The programme includes upgrading water infrastructure, improving wastewater management, reducing storm overflows, and boosting environmental resilience including phosphorous tightening.

Wastewater and water recycling capacity are issues affecting several growth areas. Wessex Water has reviewed the sites and has the following comments in relation to connecting to the network and treatment capacity at the nearest WRC:

Table 10: Wastewater Capacity Issues

Sub Area	WRC Location / growth supported	Capacity note
Bath	Saltford WRC serves Bath sites	AMP7 scheme provides additional capacity for 10,983 total population from 2025 to 2040, but cumulative development in the catchment may trigger need for further capacity improvements.
Bristol to Bath Corridor	Keynsham WRC serves Keynsham and Saltford sites	AMP7 scheme has delivered additional capacity, but if cumulative growth exceeds this, further currently unplanned capacity improvements will be needed.
Bristol to Bath Corridor	Avonmouth WRC serves Hicks Gate; and Whitchurch sites	Avonmouth WRC is undergoing expansion, likely completing March 2028. If available capacity is exceeded, further upgrades will be required. Because Avonmouth also serves Bristol and surrounding areas, there are cross-boundary implications for Bristol City Council and South Gloucestershire growth. Whitchurch Village is preferred to be served by Avonmouth.
Somer Valley	Cam Valley WRC serves Peasedown sites ; East Timsbury and also Tunley and Camerton	Cam Valley WRC has limited available capacity. Works are likely to be required to provide additional capacity based on cumulative growth in the catchment. Peasedown South lies between Cam Valley and Shoscombe catchments and needs further investigation to determine the best connection.
Somer Valley	Shoscombe WRC serves Peasedown South; Bath Business Park	Shoscombe WRC is a small works with limited additional capacity. Increasing capacity would likely require additional treatment and site expansion.

		Peasedown South requires further investigation to determine whether connection should be to Shoscombe or Cam Valley.
Somer Valley	Paulton WRC serves the villages of Paulton, High Littleton, Clutton, Farrington Gurney and Temple Cloud	No growth/capacity increases are currently planned. Paulton WRC has theoretical additional capacity for around 600 population equivalent, but this excludes unforeseen trade growth. Expansion is constrained by flood risk and odour impacts on nearby residential properties. The WRC is also under investigation as a frequently spilling overflow.
Somer Valley	Radstock WRC serves North Radstock; Writhlington; Westfield; Haydon	AMP7 project for ammonia and phosphorus removal allowed some growth in the WRC, but the substantial scale of growth in the catchment will require additional WRC capacity. This is not currently planned or budgeted, and future expansion may require land purchase. There are existing network pressures in Radstock/Midsomer Norton, including foul/combined sewer overloads during storms and restrictions near the Wellow Brook siphons.
Rural Areas	Stanton Drew WRC serves Publow Lane, Pensford	This is a small WRC serving Pensford, Upper Stanton Drew and Stanton Drew. It has some existing capacity and the small development is likely to be accommodated without additional treatment or capacity improvements, subject to review if the development proceeds.
Rural Areas	Chew Stoke WRC serves Chew Stoke; Bishop Sutton	Chew Stoke WRC is small and approaching capacity. It also serves Bristol Airport and will take additional flows associated with airport expansion.

		Further review will be needed if development proceeds, particularly for sites without clear sewer connection points.
Rural Areas	Farmborough WRC serves South Farmborough	This is a small WRC serving Farmborough, with a design capacity of about 1,350 population equivalent and limited spare capacity. Works may be needed to increase capacity depending on cumulative growth. The WRC is constrained by existing residential properties within the odour and fly buffer zone.

Sewer Capacity and Connections

Multiple sites have existing sewers that may provide suitable connection points, though capacity is limited and reinforcements may be needed. For the urban extensions and rural sites there are issues with connection points to sewers and reviews will be needed. Larger sites also require strategic drainage solutions and network capacity improvements.

Bristol to Bath corridor

Most of the sites including Hicks Gate, Keynsham West, Whitchurch lie on the edge of the existing urban area. Wessex Water state that if the proposed developments were to proceed a review would be needed to identify the most appropriate points of connection into the existing network. Network capacity improvements are likely to be required. There are no concerns with the central car parks site in Keynsham.

Somer Valley

There are no sewers local to the South Peasedown sites which are large enough to provide a connection point for the proposed development. A development impact assessment would be required to conclude how it can be best served.

For larger or fringe developments, especially in Radstock, Midsomer Norton, and Peasedown, development impact assessments are necessary to determine optimal servicing strategies due to existing pressures and capacity restrictions.

There are existing pressures on the Radstock/MSN network. In the older areas of Radstock roof and highways drain to the foul/combined sewers which causes the overload of sewers during storms. Syphons which cross the Wellow Brook can cause restrictions in flow and cause surcharge in the upstream system. The AMP8 programme includes two CSO (combined sewer

overflow) improvement schemes to address Berkeley Avenue CSO and Midsomer Norton CSO which drain into the Wellow Brook.

With regards to North Radstock – Wessex Water states that the development site lies just on the edge of the odour and fly consultation zone of the Radstock WRC. The odour and fly consultation zone may change if the works needs to expand and/or provide additional treatment.

With regards to Writhlington, Wessex Water states that the neighbouring housing estate (St. Mary's Rise) makes a connection direct to the WRC and a similar solution would prevent having to take flows through central Radstock which is constrained (as explained above). The development site lies just on the edge of the odour and fly consultation zone of the Radstock WRC. The odour and fly consultation zone may change if the works needs to expand and/or provide additional treatment.

Rural

Locations such as Box Road, Bathford; Clutton West; and parts of Peasedown lack local public sewers, and require alternative arrangements or development impact assessments to determine solutions for servicing the sites.

Key Projects

Wessex Water will manage the programme of projects to address capacity issues based on comments above.

Delivery and Funding

Wastewater Recycling Centre (WRC) upgrades are funded and delivered with investment made through the Wessex Water business planning process.

Engineering appraisal will be required for major development sites within B&NES to confirm the scope and extent of improvements needed to the existing infrastructure.

Developers fund the cost of connecting to the nearest 'size for size' sewer and Wessex Water will manage the sewer network to accommodate foul flows from granted development. This is funded from infrastructure charging arrangements.

4.11 Drainage and Flood Risk

Sources of flood risk in B&NES Council include fluvial (arising from the River Avon, River Chew, By Brook, Wellow Brook, Cam Brook and River Somer and their tributaries); surface water; sewers; and groundwater.

Flood risk and drainage should be addressed through site-specific flood risk assessment, sequential approach, SuDS, nature-based drainage and relevant flood defence schemes.

Existing Situation

The Strategic Flood Risk Assessment provides context and emphasises the importance of sustainable drainage infrastructure in managing surface water from new proposed development in addition to outlining the existing flood defences.

There are existing flood risk management schemes in place, including formalised flood defences and flood storage areas. These flood risk management schemes fall under a range of responsibilities including the Environment Agency and private land owners and provide varying levels of protection.

The increase in future flood risk will mainly be driven by climate change, which is predicted to result in increases to peak river flows.

Future Needs

The Environment Agency is preparing the River Avon at Bath Flood and Coastal Risk Management (FCRM) Strategy, building on the Bath River Avon Options Appraisal (2016). The strategy will establish a long-term approach to managing flood risk within Bath over the next 100 years and is expected to consider the future of key flood defence assets including Twerton Gates, Pulteney Gate and other flood protection infrastructure.

Bristol Avon Flood Strategy (BAFS), led by Bristol City Council in partnership with the Environment Agency, covering the Avon corridor covers areas around Keynsham and the Bath-Bristol corridor. The Environment Agency has advised ongoing collaboration between B&NES and Bristol City Council on this work.

The Environment Agency has also highlighted the need for the replacement of the Midsomer Norton Tunnel and the Radstock Flood Defence Scheme which are coming to the end of their life.

Whilst these projects are not currently identified as a prerequisite for delivery of the strategic site allocations within the Draft Local Plan, they represent a significant long-term infrastructure programme.

The Strategic Flood Risk Assessment (SFRA) Level 1 and Level 2 indicate that flood risk can be mitigated for the strategic sites and provides guidance on surface water management. Reference should be made to the SFRA.

There is an increased focus on surface water management and new development must ensure the drainage system serves to reduce runoff to agreed standards over the lifetime of the development. It is also necessary that the design of new surface water drainage systems follow the Sustainable Drainage Systems (SuDS) hierarchy. The runoff rate is normally the pre-development rate for greenfield sites or as recommended in the West of England SuDS guidance. Where possible a strategic approach to surface water management should also be considered.

Key Projects

There are no specific strategic flood defence projects identified within strategic allocation requirements.

Funding and Delivery

Current Local Plan policy states that any development in areas at risk of flooding will be expected to be made safe throughout its lifetime, by incorporating mitigation measures, which may take the form of on-site flood defence works and/or a contribution towards or a commitment to undertake such off-site measures as may be necessary. Projects to mitigate the impact of development will be considered at the development management stage.

4.12 Waste

This chapter outlines the strategic provision of waste infrastructure, including recycling centres, treatment, and disposal.

Existing Situation

Waste infrastructure in B&NES covers the systems for the collection, treatment, and disposal of residential, commercial, and construction waste.

There are Recycling Centres at Bath, Keynsham and Midsomer Norton. A new Household Waste and Recycling Centre is being delivered at Locksbrook Road to replace the existing Midland Road facility.

The Council has published a Towards Zero Waste 2030 strategy with the aim to achieve a 62% recycling target, delivering objectives of the climate and nature emergency.

Bath & North East Somerset Council has published [Waste and Recycling Planning Guidance](#) and a supporting Waste Services Checklist to assist developers in designing developments that accommodate waste reduction, recycling and efficient collection services. The guidance covers residential, commercial and mixed-use development and includes requirements relating to waste storage provision, collection arrangements, vehicle access and communal recycling facilities. The Joint Waste Core Strategy 2011 was adopted by West of England authorities – B&NES, Bristol City, North Somerset and South Gloucestershire and sets out policies on waste in planning terms and was based on a Waste Needs Assessment.

Future Needs

Waste management is a critical infrastructure type, however, as it is planned at a strategic level, it does not affect which areas within the district are able to accommodate growth or the delivery of strategic site allocations.

In terms of the increase in waste arisings for black bin waste, kerbside recycling, garden waste collections and waste delivered to the Recycling Centres, the Council's waste service do not consider that further household waste facilities will be required to meet growth currently. However, the waste service does not have sight of all of the commercial/industrial waste arisings in the area some of which are dealt with by private companies.

Waste is a strategic cross boundary issue and waste treatment facilities for municipal waste are currently arranged in partnership with West of England councils.

Key Projects

There are currently no major waste infrastructure projects identified as necessary to support the planned growth proposed in the Local Plan.

4.13 Digital Infrastructure

Existing Situation

Digital infrastructure planning is informed by the West of England Digital Plan and the Council's Digital Strategy and Economic Strategy. Collectively these strategies seek to improve digital connectivity, promote digital inclusion, support economic growth and innovation, and accelerate the rollout of gigabit-capable broadband and 5G infrastructure. The Council's Digital B&NES Programme includes objectives to increase digital coverage and bandwidth, enable fibre-to-the-premises for new development, support smart public services and improve connectivity in rural areas.

Since December 2022, Building Regulations Approved Document R and the Building etc. (Amendment) (England) (No. 2) Regulations 2022 have included requirements for gigabit-capable broadband infrastructure in new dwellings.

The key requirements are:

- RA1: Gigabit-ready physical infrastructure: new homes must be provided with the physical infrastructure necessary to support gigabit-capable broadband connections, such as ducts, chambers and internal cabling routes.
- RA2: Connection to a gigabit-capable network: developers must secure a gigabit-capable connection for new dwellings where this can be provided within the prescribed cost threshold. Where this is not possible, alternative connectivity solutions may apply, but the physical infrastructure must still be installed.

Future Needs

The Local Plan housing and employment growth does not give rise to strategic requirements for digital infrastructure. Provision will be needed to be provided as part of the development.

The Digital Plan and Digital Strategy set out proposals for maximising 4G and 5G coverage and capacity, boosting community-based connectivity and increase the breadth and depth of tech adoption, and digital transformation.

Key Projects

There are currently no major digital infrastructure projects identified as directly related to planned growth proposed in the Local Plan.

Funding and Delivery

The capital costs and delivery of digital infrastructure for new development is primarily met by the developers and operators.

5. Infrastructure Delivery, Funding and Schedule

This Infrastructure Schedule primarily focuses on the growth areas and strategic site allocations.

Infrastructure delivery requires a collaborative, multi-disciplinary approach across a wide range of stakeholders and a range of funding mechanisms will be needed in particular including CIL, S106, central government grants, Transport for City Regions funding, utility funding, private funding and other sources.

Infrastructure costs have been estimated through a variety of approaches and informed through engagement with Council services and infrastructure providers, based on Government metrics, and experience, plus costs set out in the Planning Obligations Supplementary Planning Document. The costs should be considered best estimates. Not all infrastructure projects have been developed to a stage where accurate cost estimates can be provided.

All costs exclude land acquisition, professional fees and abnormal costs, such as land remediation costs.

It is expected that the social infrastructure - education, health and community centres, and green infrastructure specified within the site allocation policy criteria will be provided by the developer on site, or by way of off-site financial contributions via S106.

Projects in the utilities section including water, electricity, waste and digital infrastructure are primarily delivered by private operators, and developer charges.

Transport projects are subject to a range of funding and delivery mechanisms including CIL, S106 and Transport for City Regions funding.

Emergency services are generally funded separately from public funds and do not specifically relate to new growth.

Strategic Site Allocations

For Strategic site allocations, infrastructure requirements will be considered to address the cumulative impacts of growth across the sites. In the case of the delivery of shared infrastructure items, including schools the Council will expect the multiple landowners/ developers to agree the funding and delivery of on-site infrastructure at the masterplanning stage.

Developers will be expected to submit details of infrastructure provision setting out the nature, timing and delivery of infrastructure and associated contributions. This is to ensure that the cumulative impacts of development are taken into account and to avoid a piecemeal approach to infrastructure delivery.

Land required for strategic infrastructure, such as schools, health facilities, transport infrastructure and green infrastructure, will generally be expected to be provided at nil cost where the infrastructure is necessary to make development acceptable in planning terms as set out in policy.

Infrastructure costs and funding requirements will be reviewed as schemes progress, and more detailed information becomes available.

In addition to infrastructure identified within the IDP, planning obligations may be required to address site-specific impacts and other policy requirements, as necessary.

It is important to note that an IDP is a live document; accordingly, it will be updated regularly to reflect changes in infrastructure planning, funding availability, and stakeholder input.