

North Somerset Local Plan 2038

**Draft Infrastructure
Delivery Plan
March 2022**

Contents

1.0 Introduction	3
What is infrastructure?	3
What is an IDP?	3
2.0 Policy context and strategy for growth	4
SP3: Spatial strategy	4
Resilient infrastructure and maximising the benefits of investment	4
Building sustainable communities.....	5
Strategic growth locations	5
Other locations across North Somerset	6
3.0 Infrastructure funding and delivery	6
Infrastructure funding	6
Infrastructure delivery	6
4.0 Working with partners	7
5.0 Monitoring	7
6.0 Draft Local Plan infrastructure requirements	7
7.0 Next steps	7
Appendix 1: Draft infrastructure schedule	8

1.0 Introduction

What is infrastructure?

- 1.1 Infrastructure refers to the range of services and facilities required in an area, including physical infrastructure such as roads, public transport, cycle and walking routes, schools, health facilities, and green spaces, as well as the services that these facilitate.
- 1.2 New development proposals can place additional demand on existing infrastructure and accordingly appropriate investment is required to ensure communities are supported with new and enhanced infrastructure. This investment is a central part of placemaking helping to create sustainable and self-sufficient places. This is important not least in terms of supporting a shift to low carbon living where people are able to meet their day to day needs efficiently and with reduced impact upon the environment.
- 1.3 In addition to supporting residential development, infrastructure provision also has the potential to support investment in the economy, unlocking business growth for example by improving accessibility by transport and enhanced residential environments.
- 1.4 The National Planning Policy Framework (NPPF, 2021) sets out at Paragraph 8 that the delivery of infrastructure is key to the creation of sustainable communities. Paragraph 20 of the NPPF requires LPAs to set out strategic policies that make sufficient provision for infrastructure for transport, telecommunications, security, waste management, water supply, wastewater, flood risk and coastal change management, and the provision of minerals and energy (including heat); and for community facilities.

What is an IDP?

- 1.5 An Infrastructure Delivery Plan (IDP) sets out the range of strategic infrastructure required to support the proposals set out in the local plan. There may be additional site-specific local infrastructure identified at the planning application stage. The Draft IDP accompanies the proposals for growth set out in the draft Local Plan and sets out the range of infrastructure identified at this stage, and where known, some of the delivery details.
- 1.6 Following the draft local plan consultation, as the proposals for growth are refined and the infrastructure requirements are more fully understood, the IDP will be updated and a full document and

schedules will form background to the local plan submitted for examination. This is especially with respect to the transport infrastructure. The Stage 4 and 5 Transport Assessment (AECOM), published alongside the consultation sets out some initial thinking around potential transport mitigation. Paragraph 4.45 of that report sets out the next steps required to investigate this further.

2.0 Policy context and strategy for growth

- 2.1 The draft local plan provides a spatial strategy for growth (See Policy SP3 of the draft local plan – extract below), that will guide new development for the plan period 2023 and 2038. This provides an overarching context to the proposed selection of sites for both housing and employment set out in the draft local plan.

SP3: Spatial strategy

The Local Plan makes provision for a minimum of 20,085 new dwellings and 70 ha employment land within North Somerset over the plan period 2023-2038.

Priority will be given to locating new residential and mixed-use development in or close to urban areas where there is an existing or proposed wide range of facilities, services and jobs, and there are opportunities to encourage active travel, particularly at locations which are currently, or have the potential to be, well served by public transport. Employment opportunities will be encouraged at accessible locations well-related to the urban areas and where sustainable transport opportunities can be maximised. Residential development in areas at risk of flooding will be minimised outside the towns. The amount of development at villages and in the countryside will relate to local community needs.

Resilient infrastructure and maximising the benefits of investment

- 2.2 Climate change is a key issue, the consideration of which has driven the preparation of the new local plan. Infrastructure investment has a role to play in addressing the mitigation and adaptation to climate change including the approach to green infrastructure, energy infrastructure (including heat networks), and future investment in flood defences and surface water drainage infrastructure to enhance the resilience of places across North Somerset.

- 2.3 The draft local plan recognises the importance of green infrastructure and sustainable drainage practices in helping to ensure places are resilient to flooding, and this is likely to become increasingly importance as the effects of climate change take effect.
- 2.4 The draft local plan addresses the climate emergency and ambition for carbon neutrality by 2030. As part of this, support will be given to new large-scale renewable energy schemes in appropriate locations. This is likely to include the development of heat networks, wind turbines and solar PV developments.
- 2.5 The SFRA (2020) also recommends consideration of existing communities and business at risk of flooding in terms of potential for new flood mitigation works delivered in collaboration with new proposed development (para 8.6).

Building sustainable communities

- 2.6 The draft local plan reflects the importance of planning for a range of land uses to support communities with provision of education, health, and community facilities. These facilities often play a crucial role in supporting sustainable, vibrant communities and their provision, integrated within the community has the potential to support active travel, and minimise car trips. Colocation of these uses offers potential to support strong, mixed use centres and shared trips.
- 2.7 The draft IDP includes a range of these uses and further work will be required to provide additional detail, particularly with respect to the location of these uses alongside new development proposals.

Strategic growth locations

- 2.8 Planned development in the local plan includes the provision of two new strategic development locations at Wolverhill (north of Banwell – see Policy LP1), and Yanley Lane (Woodspring golf course – see Policy LP2) that will have significant requirements for additional infrastructure. Significant growth is also proposed at Nailsea and Backwell and the draft local plan emphasises the importance of achieving a strategic approach to infrastructure provision to support this.
- 2.9 Infrastructure items identified at this stage for these areas are identified within the schedule at Appendix 1. Further requirements may be identified and will feature in later stages of the local plan and reflected within the IDP.

2.10 It is anticipated that the local plan and IDP will set out further detail on the requisite phasing of infrastructure alongside development phasing. This will include details around the various parcels of development that should be linked to specific infrastructure delivery. This shall be reflecting in the following three core elements:

- A clear planning policy framework,
- A clear masterplan
- A corresponding delivery plan including phasing strategy.

2.11 This will be required to be in place to guide individual planning applications will need to be reflected in planning applications in due course.

Other locations across North Somerset

2.12 The draft local plan includes other proposals for development at the main towns, and smaller scale provision at the more sustainable villages. Whilst being smaller scale, this may still create requirements for additional infrastructure and further work will be carried out to investigate this. There may also be opportunities for enhancing local services and facilities as a result of development.

3.0 Infrastructure funding and delivery

Infrastructure funding

3.1 Cost information will be gathered for the various infrastructure projects identified. In many cases this will provide an initial estimation of the cost that may go on to be refined in due course as the scheme details are developed.

3.2 A funding strategy will be developed. This will include consideration of the range of potential sources of funding that will be required to deliver the planned infrastructure, including contributions from development, grant funding, CIL, and other sources of funding.

3.3 This will be considered as part of development viability and any funding gaps for infrastructure will be identified.

Infrastructure delivery

3.4 The infrastructure schedule will in due course provide various delivery details for each item/ category of infrastructure. This will take into

account, and in some cases inform the planned trajectory of development to support a coordinated approach to the delivery of infrastructure and development.

4.0 Working with partners

- 4.1 The Council will work with its partners and other organisations to secure infrastructure planning and delivery including instances where other organisations are responsible for delivery. We will also engage with neighbouring authorities where infrastructure or growth proposals have cross-boundary implications.
- 4.2 Engagement with external bodies e.g. utilities service providers will be carried out to identify any infrastructure requirements that arise as a result of planned development.

5.0 Monitoring

- 5.1 Mechanisms will be put in place to monitor the delivery of planned infrastructure.

6.0 Draft Local Plan infrastructure requirements

- 6.1 Appendix 1 provides a schedule of the infrastructure requirements identified at this stage and accompanies the draft Local Plan. Infrastructure implications of growth and opportunities will continue to be investigated alongside the preparation of the local plan.

7.0 Next steps

- 7.1 A final IDP is anticipated towards the end of 2022 and will be submitted alongside the local plan. The infrastructure implications of proposed growth will be considered in greater detail, including specific focus on deliverability of infrastructure that is required to support planned development.

Appendix 1: Draft infrastructure schedule

The schedule below sets out the infrastructure requirements identified to date to support the local plan. Further infrastructure may be added as well as refinement of the project details as the local plan progresses. Given the early stage of the local plan, much of the detailed delivery information for the supporting infrastructure is not yet known however additional work will be prepared as the local plan progresses towards submission.

Wolvershill proposed Strategic Site (See Draft Local Plan Policy LP1)												
Category/ project name		Delivery details										
Infrastructure category	Project	Promoter/ lead organisation	Total cost (£)	Funding gap	Funding sources	Land issues	Delivery agent/ mechanism	Lead-in time	Delivery time	Phasing / completion required by:	Shared use/ co-location	Ongoing maintenance
Transport	<p>Package of transport mitigations TBC through ongoing work on local plan. See Transport Assessment (AECOM) published alongside Draft Local Plan.</p> <p>Including Wolverhill Road / Churchlands Way upgrade, W-s-M</p>	NSC/ relevant private sector interests	TBC	TBC	Development contributions / grant funding/ other	Land will be required within the proposed development allocation. Land outside of the proposed allocations may also be required.	Direct delivery by private sector/ potential for public sector delivery	TBC	TBC	TBC	TBC	TBC

	Banwell Bypass and associated works	NSC	As established through HIF	No	HIF Forward Funding	Land acquisition underway	NSC			2024	Co-location of highways works and sustainable transport routes, where appropriate.	
Education	3 no. 420 place Primary Schools	NSC	£10.6m each	£10.6m each	Development contributions / grant funding/ other	Land will be required within the proposed development allocation		2-3 years	18 months	TBC	TBC	TBC
	SEND provision	NSC	TBC	TBC	TBC	Land will be required within the proposed development allocation	TBC	2-3 years	18 months	TBC	Potential for co-location with primary schools	TBC
Leisure and community	Community facility provision at Wolvershill Local Centre	TBC	TBC	TBC	Private sector/ S106	Land/space to be provided within masterplan. Provision within local centre, with	TBC	TBC	TBC	TBC	Potential for co-location with health facilities, and other uses at mixed use centre.	TBC
Leisure	Provision of playing pitches – number TBC	NSC	TBC	TBC	Development contributions	Provision on allocated sites.	TBC	TBC	TBC	TBC	TBC	TBC

Green infrastructure	North Somerset Nature Park – enhancement and mitigation.	NSC	TBC	TBC	Other/ Development contributions.	Site identification and acquisition and/or management. Site location and requirements subject to ongoing investigation..	TBC	TBC	TBC	TBC	TBC	TBC
	On-site provision including woodland, tree planting, open space and wildflower meadow planting.	NSC	TBC	TBC	Development contributions.	Land required to be identified through masterplanning/ site design.	TBC	3-6 months	6 months	In line with residential phasing	Potential for shared use with blue infrastructure, recreation, biodiversity.	Ongoing management and maintenance TBC
	Community Orchard	NSC/ other	TBC	TBC	Development contributions.	Land to be provided through masterplan / or investigation within proposed Strategic Gap at Banwell	TBC	TBC	TBC	In line with residential phasing	TBC	TBC
	Cemetery	NSC/ other	TBC	TBC	TBC	Investigation on use within proposed Strategic	TBC	TBC	TBC	TBC	TBC	TBC

						Gap at Banwell						
	Allotments	NSC/ other	TBC	TBC	TBC	Land to be provided through masterplan / or investigation within proposed Strategic Gap at Banwell	TBC	TBC	TBC	TBC	TBC	TBC
Health	local health centre/ GP facilities	TBC	TBC	TBC	Developer contributions / central Government	Developers to provide land within local centre	TBC	TBC	TBC	In line with residential	TBC	TBC
Flood management	Sustainable drainage - Management , and cleansing of surface water in line with local plan policy requirements. Strategy to be informed by updated hydraulic modelling of the River Banwell and its tributaries	NSC	Dependant on scheme	TBC	Private sector/ individual developers of schemes	Equalisation between landowners may be required on larger sites. Land to be provided by developer as part of development proposals.	Developer delivered.	na	Dependant on scheme	Dependant on scheme as agreed by Condition/S106	Encouraged to deliver blue and green infrastructure together, with multipurpose use.	Developer/ S106 commuted sum?

Public realm	Local centre and associated public realm along traffic-calmed section of Wolverhill Road. To include public transport, walking and cycling infrastructure	NSC	TBC dependant on scheme	TBC	Delivered through developer schemes	Land allocation to be provided as part of masterplan	Direct delivery/ NSC	TBC	TBC	TBC	TBC	TBC
Utilities	Further engagement with utilities providers to ascertain site-specific requirements											
Other	Noise attenuation if required. To be guided by evidence taking into account sources of noise and masterplan options.	Individual developer as required based upon noise studies to achieve desirable indoor and outdoor noise levels.	Dependant on scheme	TBC	Private sector/ individual developers of schemes	To be confirmed through technical evidence and form part of future development proposals. Secured through S106.	Private sector delivery in discussion with appropriate stakeholders.	TBC	TBC	TBC	TBC	TBC

Yanley Lane proposed Strategic Site (See Local Plan Draft Local Plan Policy LP2)

Infrastructure category	Project	Promoter/ lead organisation	Total cost (£)	Funding gap	Funding sources	Land issues	Delivery agent/ mechanism	Lead-in time	Delivery time	Phasing / completion required by:	Shared use/ co-location	Ongoing maintenance
Transport	Package of transport mitigations TBC through ongoing work on local plan. See Transport Assessment (AECOM) published alongside Draft Local Plan.	NSC/ relevant private sector interests	TBC	TBC	Development contributions / grant funding/ other	Land will be required within the proposed development allocation. Land outside of the proposed allocations may also be required.	Direct delivery by private sector/ potential for public sector delivery	TBC	TBC	TBC	TBC	TBC
	Reserved transport corridor within consented Yanley Lane development, Nailsea (20/P/2347/RM)											
	Mass Transit – Bristol City Centre to Bristol Airport	TBC	TBC	TBC	TBC	Land required as part of development scheme where route passes through development	TBC	TBC	TBC	TBC	TBC	TBC

						(subject to masterplanning)						
Education	3 no. 420 place Primary Schools	NSC	£10.6m each	£10.6m each	Development contributions / grant funding/ other	Land will be required within the proposed development allocation		2-3 years	18 months	TBC	TBC	TBC
	SEND provision	NSC	TBC	TBC	TBC	Land will be required within the proposed development allocation	TBC	2-3 years	18 months	TBC	Potential for co-location with primary schools	TBC
	Secondary school at Yanley Lane Strategic Site (See draft Policy LP2)	NSC/ other	TBC	TBC	Grant funding/ S106	Land provided as part of wider masterplan	Open competition for organisation to run school: this will inform delivery model.	2-3 years	18 months	Dependent upon phasing of wider planned growth.	Potential for shared use of sport facilities-TBC.	TBC
Health	local health centre/ GP facilities	TBC	TBC	TBC	Developer contributions / central Government	Developers to provide land within local centre	TBC	TBC	TBC	In line with residential	TBC	TBC
Leisure	Provision of playing	NSC	TBC	TBC	Development contributions	Provision	TBC	TBC	TBC	TBC	TBC	TBC

	pitches – number TBC					allocated sites.						
Green infrastructure	North Somerset Nature Park – enhancement and mitigation.	NSC	TBC	TBC	Other/ Development contributions.	Site identification and acquisition and/or management. Site location and requirements subject to ongoing investigation..	TBC	TBC	TBC	TBC	TBC	TBC
	On-site provision including woodland, tree planting, open space and wildflower meadow planting.	NSC	TBC	TBC	Development contributions.	Land required to be identified through masterplanning/ site design.	TBC	3-6 months	6 months	In line with residential phasing	Potential for shared use with blue infrastructure, recreation, biodiversity.	Ongoing management and maintenance TBC
Flood management	Sustainable drainage - Management, and cleansing of surface water in line with local plan policy requirements. Strategy to be informed by review and updating if required of	NSC	Dependant on scheme	TBC	Private sector/ individual developers of schemes	Land to be provided by developer as part of development proposals.	Developer delivered.	na	Dependant on scheme	Dependant on scheme as agreed by Condition/S106	Encouraged to deliver blue and green infrastructure together, with multipurpose use.	Developer/ S106 commuted sum?

	hydraulic modelling											
Nailsea and Backwell (See Draft Local Plan Policy LP3)												
Infrastructure category	Project	Promoter/ lead organisation	Total cost (£)	Funding gap	Funding sources	Land issues	Delivery agent/ mechanism	Lead-in time	Delivery time	Phasing / completion required by:	Shared use/ co-location	Ongoing maintenance
Transport	Package of transport mitigations TBC through ongoing work on local plan. See Transport Assessment (AECOM) published alongside Draft Local Plan.	NSC/ relevant private sector interests	TBC	TBC	Development contributions / grant funding/ other	Land will be required within the proposed development allocation. Land outside of the proposed allocations may also be required.	Direct delivery by private sector/ potential for public sector delivery	TBC	TBC	TBC	TBC	TBC
	Nailsea and Backwell Transport Hub	NSC	TBC	TBC	Development contributions / grant funding/ other	TBC	TBC	TBC	TBC	TBC	TBC	TBC
Leisure	Enhancement of existing/ provision of new facilities including swimming facilities	NSC	TBC	TBC	Development contributions / grant funding/ other	Land required within mixed use development allocations. Site-specific allocation	TBC	TBC	TBC	TBC	TBC	TBC

						may be made in the next version of the local plan.						
	Provision of playing pitches – number TBC	NSC	TBC	TBC	Development contributions	Provision on allocated sites.	TBC	TBC	TBC	TBC	TBC	TBC
Green infrastructure	North Somerset Nature Park – enhancement and mitigation.	NSC	TBC	TBC	Other/ Development contributions.	Site identification and acquisition and/or management. Site location and requirements subject to ongoing investigation.	TBC	TBC	TBC	TBC	TBC	TBC
	On-site provision including woodland, tree planting, open space and wildflower meadow planting.	NSC	TBC	TBC	Development contributions.	Land required to be identified through masterplanning/ site design.	TBC	3-6 months	6 months	In line with residential phasing	Potential for shared use with blue infrastructure, recreation, biodiversity.	Ongoing management and maintenance TBC
Flood management	Sustainable drainage - Management, and cleansing of surface water	NSC	Dependant on scheme	TBC-	Private sector/ individual developers of schemes	Land to be provided by developer as part of development	Developer delivered.	na	Dependant on scheme	Dependant on scheme as agreed by Condition/S106	Encouraged to deliver blue and green infrastructure together, with	Developer/ S106 commuted sum?

	in line with local plan policy requirements. Strategy to be informed by review and updating if required of hydraulic modelling					ent proposals.					multipurpose use.	
Health	local health centre/ GP facilities	TBC	TBC	TBC	Developer contributions / central Government	Potential requirement to be provided with larger mixed use allocation – site TBC	TBC	TBC	TBC	In line with residential	TBC	TBC
Education	Provision of new primary, secondary, SEND provision. Childrens Centre provision – specific provision TBC.	TBC	TBC	TBC	Development contributions / grant funding/ other	Land will be required within the proposed development allocations	TBC	TBC	TBC	TBC	TBC	TBC

Other infrastructure schemes – including schemes within the existing Development Plan/ IDP. Additional delivery details will be set out in the next stage of the IDP.

Transport	M5, Junction 21 Bypass Scheme
	Reserved transport corridor within consented Yanley Lane development, Nailsea (20/P/2347/RM)
	Greater Bristol Metro
	A371 to Churchlands Way Link
	Barrow Gurney Bypass
	Herluin Way to Locking Road Link, Weston-super-Mare
	Extension to Long Ashton Transport Hub
	Weston-super-Mare Transport Hub
	Investigation of Bus Rapid Transit for Weston
	Airfield Bridge Link, Hayward Village, Weston-super-Mare
	Dualing of The Runway, Weston-super-Mare
	J21 outbound improvements (Northbound merge scheme)
	M5 Junctions 19, 20 & 21
	Railway schemes/ requirements - 10m either side of railway land boundary fence of the Taunton to Bristol railway line; Weston Railway Loop southern chord and; Portishead railway line reopening Transport Hubs at railway stations; Weston-super-Mare; Weston Milton; Worle; Nailsea & Backwell including improvements to accessibility; Yatton Extension of railway station platforms to accommodate full length trains; Worle; Yatton; Nailsea Backwell
	Longmore Village, Long Ashton – site access options B & C
	MRN scheme at A38 / Downside Road / West Lane
	Churchill crossroads, highway improvement scheme

	Airport Roundabout / Cross Airfield Link Roundabout Highway improvement scheme, Weston-super-Mare
Education	Secondary School at Parklands Village, WSM (Winterstoke Hundred Academy Expansion)
	Secondary school at Yatton – site to be determined
	Land to the south of Church Lane, Backwell - Primary school playing fields
	Land next to the Village Hall, Kewstoke - Primary school replacement site
	Land at The Batch, Yatton - Primary school replacement site
	Winterstoke Village East (former Weston Airfield) - New primary school
	Parklands Village North - New primary school
	Parklands Village Central - New primary School
	Land fronting Drove Road roundabout, WSM - New 420 place primary school site with 2x nursery classes
	Land adjacent to Brookfield Walk, Clevedon - Expansion of Baytree School with upto 85 place profound and multiple learning difficulties school
	Land at Ladymead Lane, Churchill - Social, Emotional and Mental Health school provision
Utilities	Strategic utilities provision – requirements TBC following engagement with providers
Housing and social services	Gypsy and traveller site provision in line with draft local plan Policy DP43
	Extra Care provision in line with draft local plan Policy DP47, in addition to other housing typologies
Green infrastructure	Maltlands, Railway Triangle, Locking Castle, WSM - Allotments
Flood risk	Enhancing flood resilience - upgrading/ enhancement of existing defences, and provision of new infrastructure.
	Enhancing flood resilience - addressing existing drainage deficiencies/ surface water flooding in locations across North Somerset

Waste	Additional infrastructure that may be required as a result of increasing demand from new development- any requirements TBC
Renewable energy infrastructure	New infrastructure to be investigated further.

