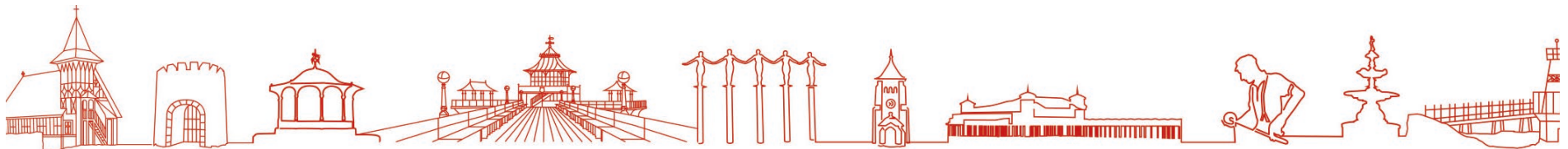


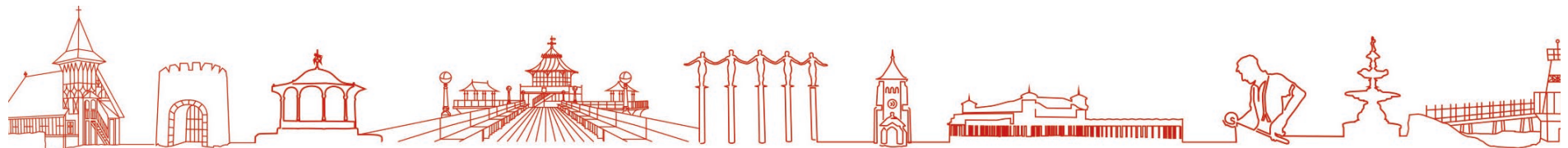


North Somerset Local Plan 2039 Infrastructure Delivery Plan November 2023



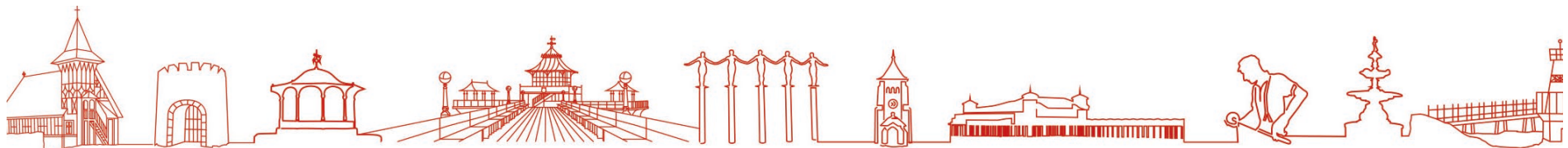
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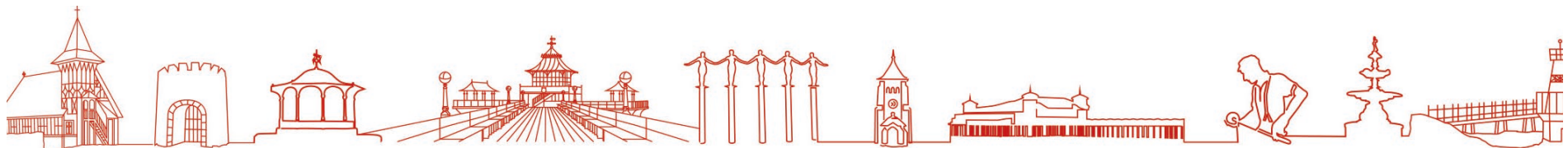
1. Introduction

- 1.1 This Infrastructure Delivery Plan (IDP) has been prepared by North Somerset Council and sets out details relating to the range of infrastructure that will be required to support the proposals of the North Somerset Local Plan 2039. It accompanies the Pre-submission Local Plan (Regulation 19) and updates the draft IDP published in the Spring of 2022 alongside the Regulation 18 'Preferred Options' draft local plan.
- 1.2 The IDP sets out:
- The national and local context in relation to infrastructure provision and the importance of infrastructure and its timely delivery within the Local Plan period.
 - Details of the infrastructure that is required to support the existing and future needs and demands for North Somerset and to support new development and a growing population, as set out in the Council's Local Plan.
 - Infrastructure Delivery Schedules listing the infrastructure required, the priority of each scheme, the level of risk and indicative timeframes.
- 1.3 The IDP has been informed by discussions and consultation with relevant service providers, alongside reviewing existing evidence and publications. This version has been produced to accompany the Local Plan at pre-submission stage, and further changes may be required as a result of updates and information from service providers and progress with the adoption and implementation of the Local Plan. This will include a review of the prioritisation categories following the close of consultation; therefore the priority levels cited should not at this stage be viewed as final. Consistent with the supporting text to Local Plan Policy DP63, the IDP will be reviewed at regular stages through the plan period.
- 1.4 It is important to note that the IDP is focused on infrastructure required to support delivery of the Local Plan, particularly in those locations with larger allocations of housing or employment. It is not intended to provide a comprehensive list of all infrastructure and investment required across North Somerset over the next 15 years. There may be reasons for a particular item of infrastructure having a different level of prioritisation outside of the Local Plan context (e.g. there may be existing/other non-growth related reasons for an item of infrastructure being deemed more or less critical).



2. Infrastructure and its role in achieving sustainable development

- 2.1 Infrastructure refers to the range of services and facilities required in an area, such as roads, public transport, cycle and walking routes, schools, health facilities, community uses, sport and leisure facilities, flood resilience infrastructure, utilities and green spaces.
- 2.2 New development proposals and population growth can place additional demand on existing infrastructure. As a result, appropriate investment is required to ensure communities are supported with new and enhanced infrastructure in order to contribute to sustainable development. 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.
- 2.3 In addition to supporting new residential development, some types of infrastructure provision, including digital infrastructure, utilities, and transport infrastructure (especially public transport) are also crucial in supporting economic growth and to ensure that North Somerset is a thriving and sustainable place. Infrastructure provision therefore has the potential to support investment in the economy, helping to deliver the business proposals of the Local Plan and unlocking business growth, for example by improving accessibility by transport and enhanced residential environments. Some infrastructure that is planned for will also enhance or protect existing communities.
- 2.4 The National Planning Policy Framework (NPPF) requires planning authorities 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.



3. Policy context and strategy for growth

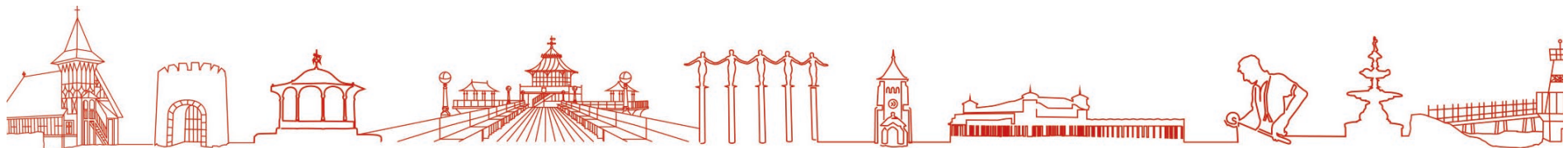
3.1 The Local Plan 2039 provides a spatial strategy for growth within Policy SP3: Spatial Strategy that will guide new development for the plan period 2024 to 2039. This provides an overarching context to the selection of development sites for both housing and employment allocated through the plan.

“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.”

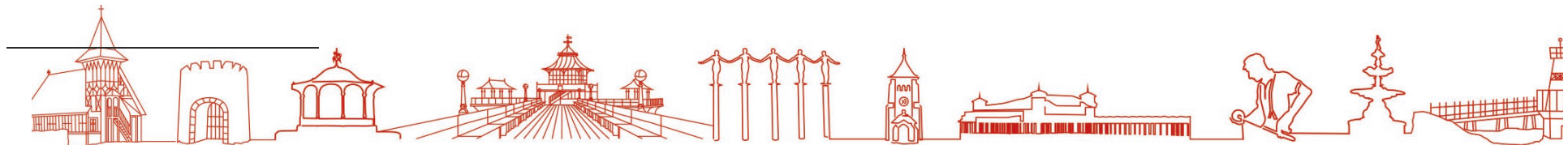
3.2 This overarching strategy for growth also provides a context for infrastructure provision and investment as in many cases enabling infrastructure will be required to unlock sustainable growth, as well as mitigating the impacts of increased demands. The IDP can assist in directing investment to those areas where infrastructure can unlock growth including commercial land and planned residential development. However, inherent in the spatial strategy is the focus of new development on existing urban areas where services, facilities and infrastructure are already present and where investment may provide valuable enhancement and improvement.

3.3 The Local Plan includes the provision of a new strategic location at Wolvershill (north of Banwell) (see Policy LP1), that has significant requirements for additional infrastructure. This development is proposed to accommodate up to 2,800 dwellings, employment provision and a range of other uses. The Local Plan and proposed future Wolvershill Supplementary Planning Document will provide further detail on the requisite phasing of infrastructure alongside development. This includes details around the various parcels of development that should be linked to specific infrastructure delivery. This shall be reflected in the following core elements:

- A single masterplan framework
- A delivery plan including phasing strategy.



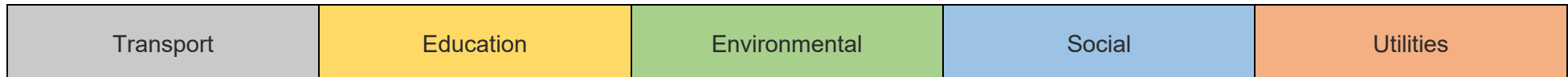
- 3.4 The Local Plan includes other proposals for development focussed within and close to the main towns, and smaller scale provision at the more sustainable villages. Schedules 1 and 2 of the Local Plan provide a list of proposed residential and employment sites.
- 3.5 Guided by the overarching spatial strategy, commercial development is focussed at those locations where there is likely to be demand, and where commercial development can contribute to sustainable communities, increased employment opportunities, prosperity and productivity within the local economy.
- 3.6 Weston-super-Mare and the nearby proposed Wolverhill strategic site have a large amount of new employment land proposed reflecting the ongoing strategy to strengthen the employment offer in the area. In addition, the evidence base¹ and engagement with the commercial sector has indicated the opportunity for large-scale commercial opportunities along the M5 corridor focussing on the logistics and warehousing uses. The local plan makes provision for a new, large-scale strategic employment development of 25 hectares to the east of Junction 20 of the M5. A new eastern arm of the motorway junction is required to deliver this site and will need to be implemented in order to unlock the site, as well as safe and suitable active travel connections between the site and wider area.
- 3.7 Development is also focussed within the main towns, including residential, employment and community uses. Proposals include the Wyndham Way broad location area in Portishead and various regeneration sites within Weston-super-Mare town centre and these will create requirements for infrastructure across a range of sectors.



¹ Hardisty Associates (2023) *North Somerset Employment Land requirements*

4. Types of infrastructure

4.1 We have categorised infrastructure requirements into five types.



Transport infrastructure

4.2 Transport infrastructure is essential to our everyday lives and is vital in providing a great place for people to live, work and visit, as well as for a functioning, productive and sustainable economy. This encompasses the highway network, public transport network and services, and also active travel infrastructure including cycle and walkways.

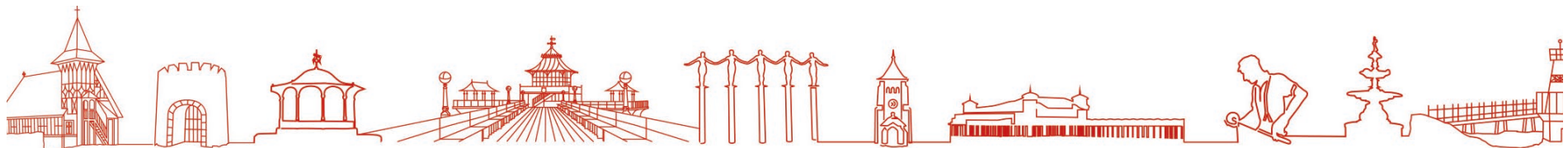
4.3 The IDP includes a range of schemes encompassing rail improvements, highway works, cycle routes, public transport schemes and active travel enhancements. Projects range from major schemes such as the Banwell Bypass to smaller schemes such as improved transport interchanges at railway stations, and schemes associated with improvements to bus services in the area.

Education infrastructure

4.4 Education infrastructure covers primary, secondary, special educational needs, early years and other provision such as higher education and adult learning.

Environmental infrastructure

4.5 Environmental infrastructure covers green infrastructure and flood resilience and management infrastructure. Green infrastructure includes a wide range of uses from open space and parks to spaces for wildlife and other habitats.



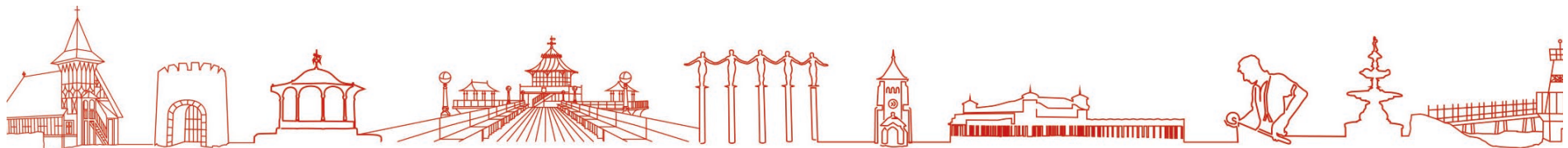
- 4.6 Flood infrastructure includes major defence schemes in addition to sustainable drainage associated with development sites. North Somerset has a range of existing defences in place reflecting the complex hydrology of the area and the various flood risks present. The IDP identifies the upgrading of existing coastal defences at Weston-super-Mare as a major scheme. Additional site-specific infrastructure is required at the proposed Wolverhill development to ensure surface water is effectively managed and does not increase the risk of flooding elsewhere.

Social infrastructure

- 4.7 Social infrastructure covers a range of schemes including delivery of a wide range and mix of housing types and tenures, healthcare provision, community facilities, culture and leisure.

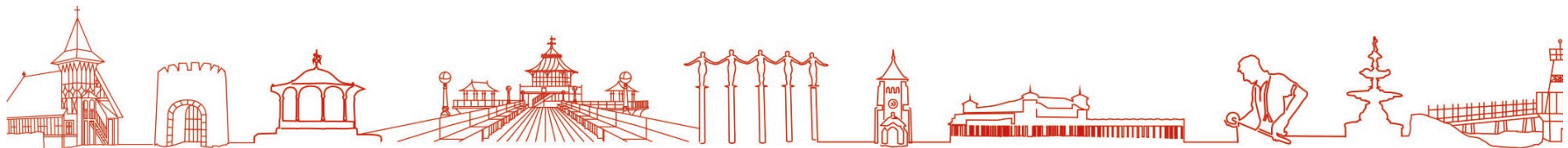
Utilities infrastructure

- 4.8 Utilities infrastructure includes essential services such as electricity, gas, water, waste management and digital infrastructure. Provision of new electricity remains demand-led and therefore investment ahead of requirement by infrastructure providers typically does not occur. Emergency services provision is also within this category.

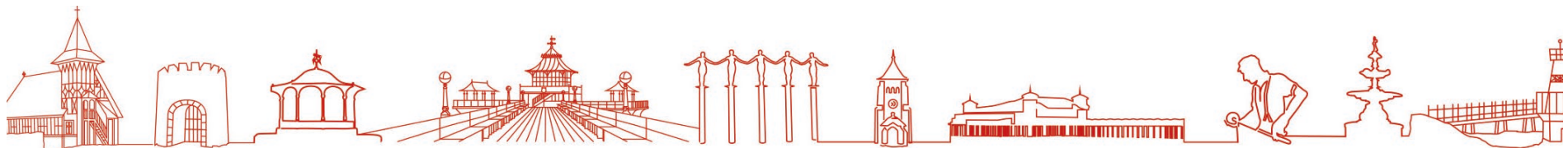


5. Identifying requirements, priorities and risks to delivery

- 5.1 At this stage we have identified key infrastructure requirements that will be needed alongside the developments that have been allocated in the Local Plan, including infrastructure requirements that arise as a result of cumulative growth, where it has been possible to identify this. This is an ongoing process, working with service providers, and as proposals progress and evolve more detail will become available. Headline details for each scheme are included within the schedule.
- 5.2 Infrastructure requirements must be prioritised. All of the schemes and projects listed in the schedules are necessary infrastructure. Some schemes will be required in advance of development, and some will be phased. More detail on prioritisation will be set out in the next iteration of this plan. The following three broad categories have been used in this document.
- **Time-critical infrastructure**
This is infrastructure that must be planned and provided to enable development to take place. Often these schemes are needed to unlock development sites and are most commonly access, addressing flood risk or utilities schemes. Failure to provide critical infrastructure up front would result in significant delays to the commencement of delivery or risk development not taking place at all.
 - **Essential infrastructure**
This level of priority will be attributed to schemes that are required for development to take place in a timely and sustainable manner but which are less time-critical than the highest priority items as they may be able to be phased to be delivered at an appropriate trigger point within development delivery. Failure to deliver items in this category would be unlikely to prevent development physically commencing, but the consequences of not delivering these schemes at an appropriate point would be very significant with detrimental impacts to communities, businesses and sustainability overall if not delivered. Examples of essential infrastructure are education, healthcare provision and open space.
 - **Supporting infrastructure**
This is infrastructure that is necessary and required to deliver the objectives of the plan but would be unlikely to prevent development commencing if schemes did not occur within the short to medium term. Items within this category are subject to review.

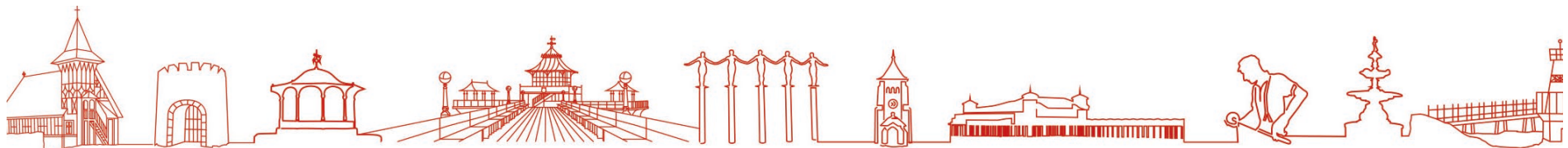


- 5.3 There are risks to delivery of infrastructure, often related to funding. Each infrastructure requirement is attributed a broad level of risk.
- **High risk**
This category applies where there are fundamental constraints associated with the delivery of the scheme, such as a significant funding gap, no site identified or land assembly issues.
 - **Moderate risk**
This category will apply if there are some constraints or uncertainties around delivery of the scheme.
 - **Low risk**
This category will show that there is a reasonable degree of certainty around delivery of the scheme, for example where costs are known, funding is in place and there are no significant objections to a proposal.
- 5.4 A broad indicative timescale is also attributed to each specific scheme within the schedule, highlighting when delivery is expected.
- **Short term**
Delivery required or expected within 5 years.
 - **Medium term**
Delivery envisaged within 5-10 years.
 - **Long term**
Delivery expected after 10+ years. Some schemes identified within this category may extend beyond the plan period.



6. Infrastructure costs and delivery

- 6.1 Cost information will be gathered for the various infrastructure projects identified and published in the next iteration of this document. This will provide an initial estimate of the cost that may go on to be refined in due course as the scheme details are developed. Understanding costs is important in terms of supporting the timely delivery of infrastructure.
- 6.2 A funding strategy will also 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, Community Infrastructure Levy (CIL) receipts, and other sources of funding. In many cases there are unique funding regimes attached to infrastructure types, and where these are known they will be identified. Infrastructure funding will be considered as part of development viability and any funding gaps for infrastructure will be identified. Some infrastructure will be delivered directly by service or utility providers.
- 6.3 Development contributions will be the funding source for the majority of schemes. The CIL was introduced in 2010 through the Community Infrastructure Levy Regulations and North Somerset adopted a charging schedule in 2018. The levy is a useful tool to pay towards more general infrastructure that isn't necessarily linked directly to a specific development. It is essentially a tariff, charged by the square metre, that developers are required to pay upon commencement of development.
- 6.4 Planning obligations can also be made under Section 106 of the Town and Country Planning Act. These can be financial contributions, works-in-kind or other commitments, towards infrastructure to mitigate the impacts of a development proposal. Any contribution must meet the statutory tests set out in Regulation 122 of the Community Infrastructure Levy Regulations. Obligations must be:
- Necessary to make the development acceptable in planning terms;
 - Directly related to the development; and
 - Fairly and reasonably related in scale and kind to the development.
- 6.5 For more strategic and large-scale schemes, additional funding is likely to be needed from government or government agencies to enable deliverability. In some cases, external monies may also be needed to forward fund works, where there are benefits to a range of development areas and the upfront investment required is unviable for an individual site to deliver. Any forward-funding of infrastructure must be reclaimed through S106 or other such mechanisms.

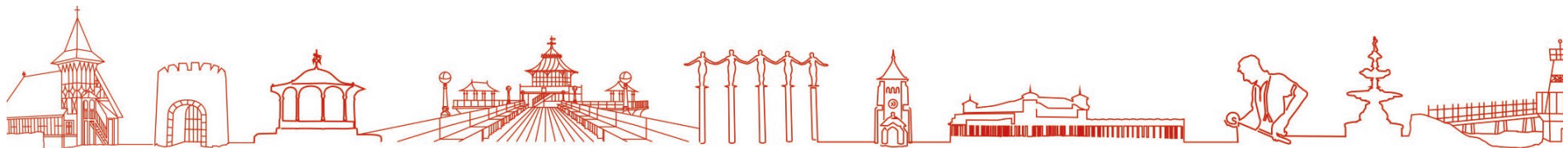


7. Infrastructure Delivery Schedules

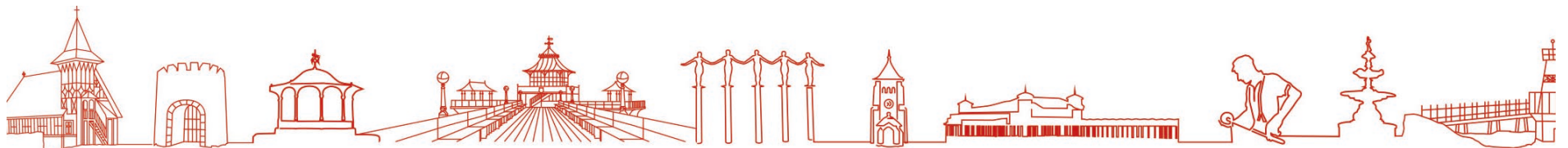
7.1 The schedules below list infrastructure schemes that have been identified to date as required to deliver sustainable development. Some of the projects directly align with an allocation in the local plan, particularly in the case of transport and education proposals. Others are more general requirements that arise as a consequence of local plan proposals. This is not an exhaustive list, projects will be refined and further requirements may be identified as detailed site specific work progresses, particularly in the case of the Wolvershill strategic development location. Items may be added, removed or amended following consultation, and category/risk/time frame information may also change prior to submission.

Transport infrastructure schedule

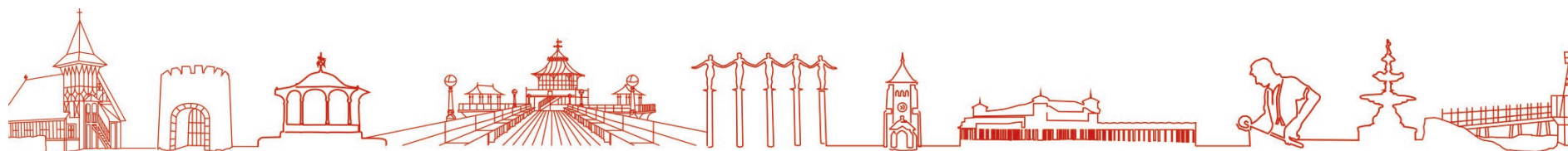
Scheme reference	Project description	Category	Risk	Time frame	Comments
TR1	J21 bypass	Supporting	High	Long	Carried forward from previous Local Plan. Scheme identified in Schedule 7 of the Local Plan, and alignment shown on policies map. No funding identified and potential land assembly issues.
TR2	A371 to Churchlands Way north/south link	Time-critical	Low	Short	Scheme identified in Schedule 7 of the Local Plan and already partially delivered.
TR3	Banwell bypass	Time-critical	Low	Short	Scheme identified in Schedule 7 of the Local Plan. Construction due to be completed early in the plan period.



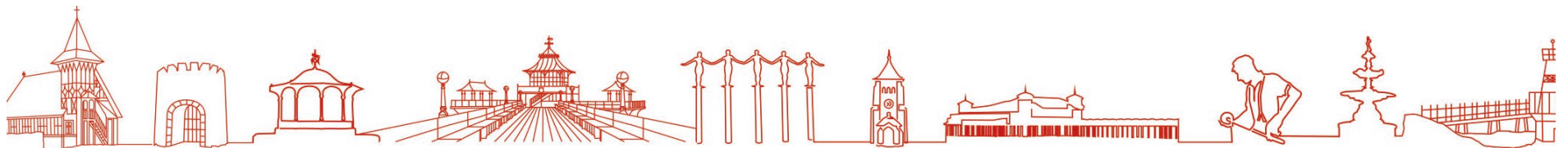
Scheme reference	Project description	Category	Risk	Time frame	Comments
TR4	Herluin Way to Locking Road link, Weston-super-Mare	Supporting	High	Medium	Scheme identified in Schedule 7 of the Local Plan. In order to electrify and dual track the 'Weston Loop' (see record TR18) railway line the Hutton Moor Road and Locking Moor Road Bridges over the railway would require removal - so this new crossing of railway line would be required.
TR5	Airfield Bridge link, Weston-super-Mare	Supporting	High	Long	Scheme identified in Schedule 7 of the Local Plan. This would reduce severance caused by the railway between Weston Villages and the centre of the town.
TR6	Future enhancements to The Runway, Weston-super-Mare	Supporting	High	Medium	Scheme identified in Schedule 7 of the Local Plan.
TR7	M5 J21 capacity improvements northbound	Time-critical	Low	Short	Scheme identified in Schedule 7 of the Local Plan and is with National Highways for delivery. Required mitigation to support growth within Weston-super-Mare arising from build-out of Weston Villages developments.



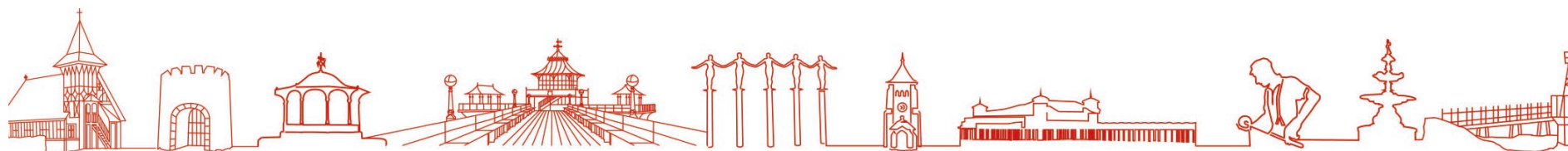
Scheme reference	Project description	Category	Risk	Time frame	Comments
TR8	Wolvershill Road/Churchlands Way, Weston-super-Mare	Essential	Moderate	Medium	Scheme identified in Schedule 7 of the Local Plan. Land safeguarded for future multi-modal transport improvements for access to Wolvershill development as set out in Local Plan Policy LP1.
TR9	Re-opening Portishead Passenger Rail Line including new stations and parking at Portishead and Pill	Time-critical	Moderate	Short	Scheme identified in Schedule 7 of the Local Plan. Construction due to be completed early in the plan period.
TR10	Longmoor Village access road, Long Ashton	Supporting	High	Long	Scheme identified in Schedule 7 of the Local Plan and would be required as alternative access to Ashton Vale Trading Estate if Portishead to Bristol railway line upgrades to 30-min frequency.
TR11	Transport corridor within consented Youngwood Lane site, Nailsea	Supporting	Moderate	Medium	Carried forward from previous Local Plan. Scheme identified in Schedule 7 of the Local Plan. Safeguarded alignment agreed through planning process.



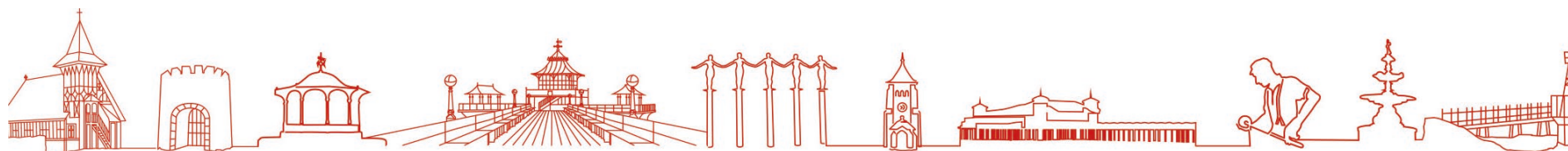
Scheme reference	Project description	Category	Risk	Time frame	Comments
TR12	Major Road Network (MRN) scheme at A38/Downside Road/West Lane	Essential	Low	Short	Scheme identified in Schedule 7 of the Local Plan and construction should be complete in the first part of the plan period. MRN funding for business case development secured.
TR13	Churchill crossroads highway works	Essential	Low	Short	Scheme identified in Schedule 7 of the Local Plan and construction should be complete in the first part of the plan period.
TR14	Transport schemes and access arrangements for Wolvershill strategic site	Time-critical	Moderate	Short	Delivery to be phased appropriately and developer funded. Full detailed requirements to be confirmed through masterplanning, but schemes to include: Active travel routes to/from Worle, Locking Parklands, Locking village and Haywood village. Traffic management schemes Capacity improvements Transport hub Bus services



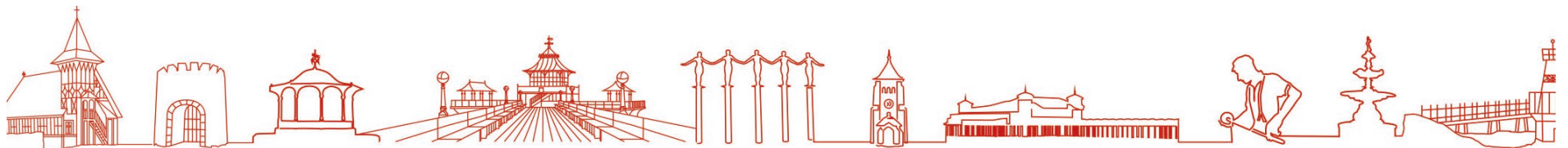
Scheme reference	Project description	Category	Risk	Time frame	Comments
TR15	New highway connection to M5 Junction 20 and active travel linkages	Time-critical	Moderate	Short / Medium	Detailed alignments to be agreed with National Highways. Delivery essential to enable strategic employment location at East of Clevedon to be delivered. Active travel links required between the site and nearby residential areas.
TR16	Future potential railway widening and extensions to platforms	Supporting	Moderate	Medium	Scheme identified in Schedule 7 of the Local Plan.
TR17	Transport hubs at railway stations	Supporting	Moderate	Short / Medium	Scheme identified in Schedule 7 of the Local Plan.
TR18	Weston Railway Loop Improvements	Supporting	High	Medium / Long	Schemes identified in Schedule 7 of the Local Plan to accommodate double tracking, electrification and potential southern rail chord at Weston-super-Mare as per safeguarded alignment. No detailed programmes or funding identified as yet.
TR19	Weston-super-Mare transport hub	Supporting	High	Long	Schemes identified in Schedule 7 of the Local Plan but no land or funding identified.



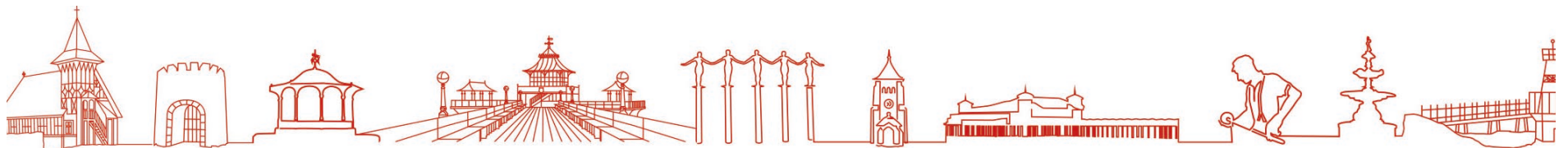
Scheme reference	Project description	Category	Risk	Time frame	Comments
TR20	Expansion of Long Ashton transport hub	Supporting	High	Medium / Long	Schemes identified in Schedule 7 of the Local Plan but no land or funding identified.
TR21	Bus Rapid Transport Scheme for Weston-super-Mare	Supporting	High	Medium	Schemes identified in Schedule 7 of the Local Plan but no alignments or funding identified.
TR22	Mass Transit Scheme between Bristol Airport and Bristol City Centre	Supporting	High	Long	Scheme identified in Schedule 7 of the Local Plan but no land, alignments or funding identified.
TR23	A370/A371 roundabout and A371/The Runway roundabout capacity improvement scheme	Supporting	Medium	Medium	Scheme identified in Schedule 7 of the Local Plan, but no detailed proposals agreed as yet and no funding identified. Expected to be required to as part of Wolverhill Strategic site mitigations.
TR24	Bus Service Improvement Plan (BSIP) schemes	Essential	Low	Short	As per Policy DP17 in Local Plan. This package of schemes are not required to deliver specific development sites but are strategic transport improvements that are necessary to facilitate development and transport strategy across the development area.



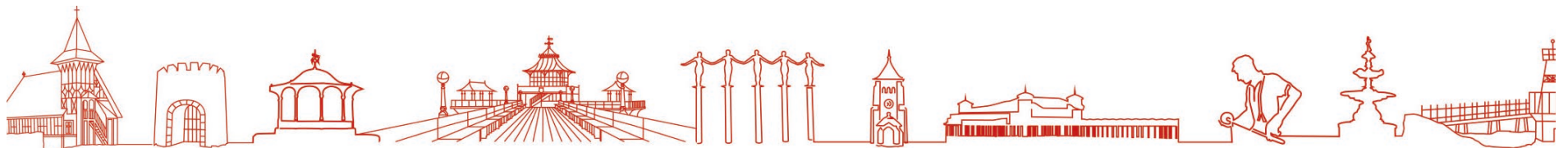
Scheme reference	Project description	Category	Risk	Time frame	Comments
TR25	Wyndham Way Portishead active travel connections	Essential	Moderate	Short / Medium	As identified in Policy LP17 of the Local Plan and the emerging Wyndham Way Development Framework. Schemes to include linkages between Wyndham Way and the marina, Old Mill Road and The Precinct, between new rail station, Harbour Road and Old Mill Road, and between North Bridge and Brampton Way.
TR26	Weston Villages active travel network – Haywood Village	Essential	Moderate	Various	Schemes identified in Schedule 7 of the Local Plan, including; Moor Lane to Hutton Moor Lane, Haywood Village central route, Moor Lane towards A371, A371/Laney's Drove roundabout to Cross Airfield Link roundabout, Cross Rhyne bridleway, local centre to A370, and Cross Airfield Link.
TR27	Weston Villages active travel network – Parklands Village	Essential	Moderate	Various	Schemes identified in Schedule 7 of the Local Plan, including; Grumblepill Rhyne route, A371 to Grumblepill Rhyne, Locking Head Drove to A371, A371 to Parklands Educate Together Primary School, North – South link, east – west alignment through Parklands, link to Mead Fields, Grumblepill Rhyne to Churchlands Way, and Parklands to Wolverhill connection.



Scheme reference	Project description	Category	Risk	Time frame	Comments
TR28	North Somerset Coastal Towns Cycle Route	Supporting	Various	Short / Medium	Schemes identified in Schedule 7 of the Local Plan including; Pier to Pier Way (due to open in 2024), Gordano Greenway, Brean Down Way.
TR29	The Strawberry Line	Supporting	High	Medium / Long	Schemes identified in Schedule 7 of the Local Plan. Sections include Yatton to Clevedon extension (including Lower Strode Road to Hazel Close path), Yatton to south of Winscombe, and Congresbury to Blagdon extension.
TR30	Strategic cycle link between Nailsea and Clevedon via the moors	Essential	High	Medium	Scheme identified in Schedule 7 of the Local Plan. Forms key missing section of Route NCN33 between Nailsea and Clevedon.
TR31	Festival Way strategic cycle route improvements (Long Ashton, Flax Bourton, Backwell, Nailsea)	Essential	Moderate	Medium	Scheme identified in Schedule 7 of the Local Plan.

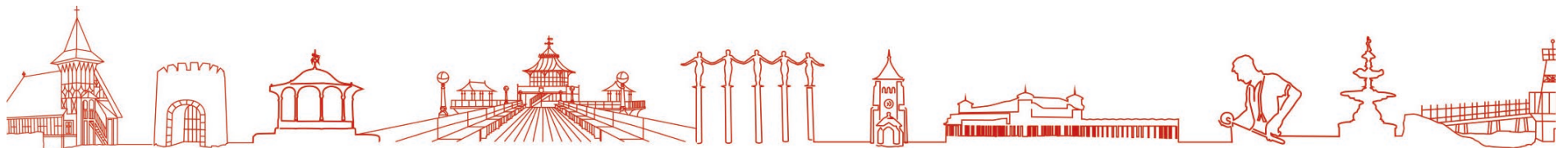


Scheme reference	Project description	Category	Risk	Time frame	Comments
TR32	Royal Portbury Docks/M5 Junction 19 active travel access package	Supporting	Various	Various	Schemes identified in Schedule 7 of the Local Plan including; Portbury bridleway railway bypass under M5, Royal Portbury Dock underpass with east/west improvements, Easton-in-Gordano/Pill Marsh Lane to A369 Motorway Service Area and Marsh Lane underpass.
TR33	Ham Green link to River Avon Trail to Bristol (Pill Path)	Supporting	Moderate	Short/Medium	Scheme identified in Schedule 7 of the Local Plan.
TR34	A371, Banwell and Sandford active travel improvements	Essential	Low	Short	Banwell Bypass has secured funding for construction to be complete early in Local Plan period. Schemes include A371 from Locking Parklands to Banwell Bypass, Banwell Bypass active travel route, Banwell Bypass to Sandford link via Eastermead and Towerhead Brook.

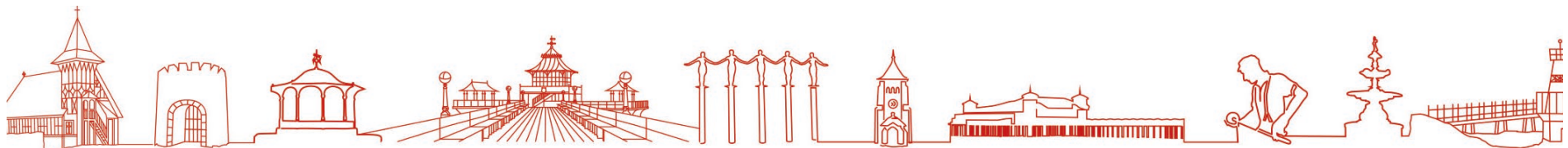


Education infrastructure schedule

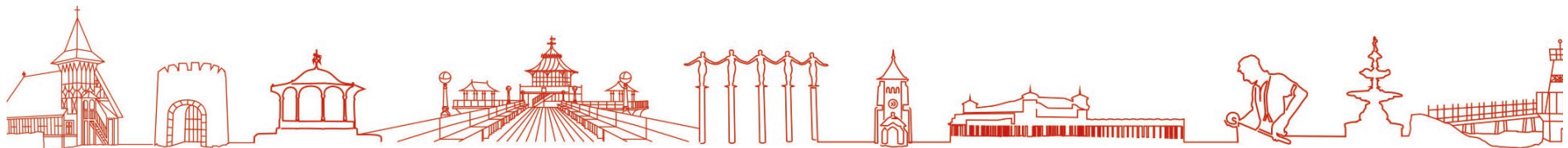
Scheme reference	Project description	Category	Risk	Time frame	Comments
ED1	Land south of Church Lane, Backwell – primary school playing fields	Supporting	Moderate	Long	Adjacent primary school has a shortage of playing fields. Land is safeguarded in the adopted development plan and this is proposed to be carried forward in the local plan. No detailed scheme nor funding identified at present.
ED2	Land next to the Village Hall, Kewstoke – replacement primary school	Supporting	Moderate	Long	The current Kewstoke primary school is highly constrained, could not be expanded and is expected to reach the end of its fit for purpose life within the plan period. Land is safeguarded in the adopted plan and this is proposed to be carried forward in the local plan. No detailed scheme nor funding identified at present.
ED3	Land at The Batch, Yatton – replacement primary school	Supporting	Moderate	Long	Land is safeguarded in the adopted development plan and this is proposed to be carried forward in the local plan to provide additional educational facilities in Yatton if needed. No detailed scheme nor funding identified at present.



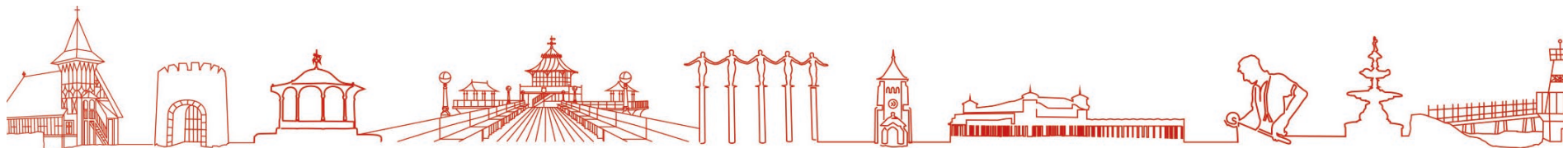
Scheme reference	Project description	Category	Risk	Time frame	Comments
ED4	Winterstoke Village east, Weston-super-Mare – new primary school	Essential	Low	Short	Outline planning consent granted and reserved matters application from Persimmon Homes under consideration.
ED5	Parklands Village north, Weston-super-Mare – new primary school	Essential	Low	Short	Outline planning consent granted.
ED6	Parklands Village central, Weston-super-Mare – new primary school	Essential	Low	Short	Outline planning consent granted.
ED7	Land fronting Drove Road roundabout, Weston-super-Mare – new 420 place primary school with nursery classes	Essential	Moderate	Medium	Additional primary capacity will be required within central Weston-super-Mare as a result of the cumulative impact of the proposed residential allocations in Weston Town Centre.
ED8	Grove Farm, Backwell – new primary school	Essential	Moderate	Medium	Land to be identified within development area.



Scheme reference	Project description	Category	Risk	Time frame	Comments
ED9	Wolvershill strategic site – three new primary schools	Time-Critical	Moderate	Medium	Land will be required within the proposed development allocation, and phasing to be agreed. Funding sources expected to primarily include development contributions and grant funding.
ED10	Wolvershill strategic site – new secondary school	TBC	Moderate	Medium	Subject to ongoing commission to confirm need and timing, land will be required within the proposed development allocation. Funding sources expected to primarily include development contributions and grant funding.
ED11	Land at Ladymead Lane, Churchill – Social, Emotional and Mental Health (SEMH) school provision	Essential	Low	Short	Full planning application under consideration.
ED12	New secondary school in the Yatton area	Essential	High	Medium	Required to relieve pressure at Nailsea and Backwell schools where growth is planned. Site yet to be identified, work ongoing. Funding sources to be investigated.

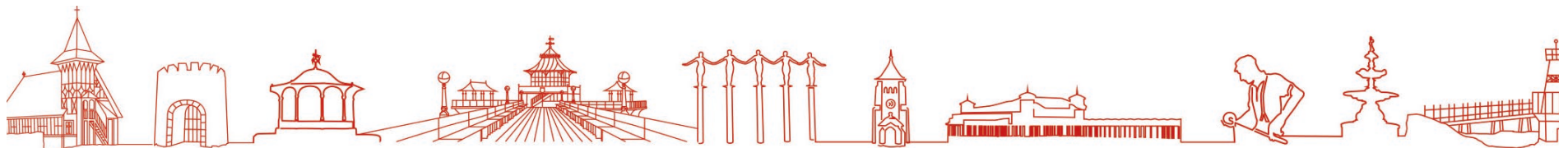


Scheme reference	Project description	Category	Risk	Time frame	Comments
ED13	Replacement secondary age pupil referral unit within Weston-super-Mare	Essential	High	Medium	Site yet to be identified, work ongoing. Funding sources to be investigated.
ED14	Primary education provision at village schools	Supporting	Moderate	To be confirmed	Work ongoing to model pupil projections arising as a result of cumulative impact of proposed residential allocations in the local plan.

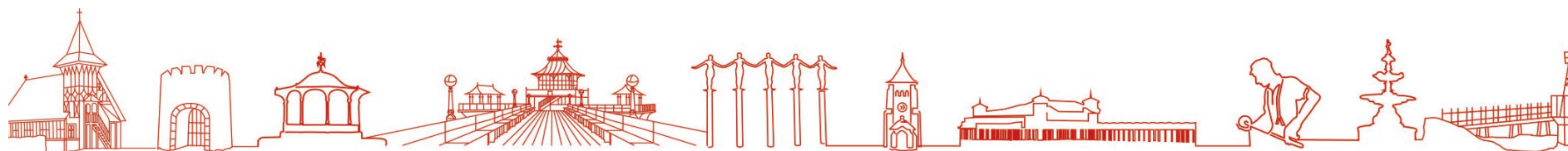


Environmental infrastructure schedule

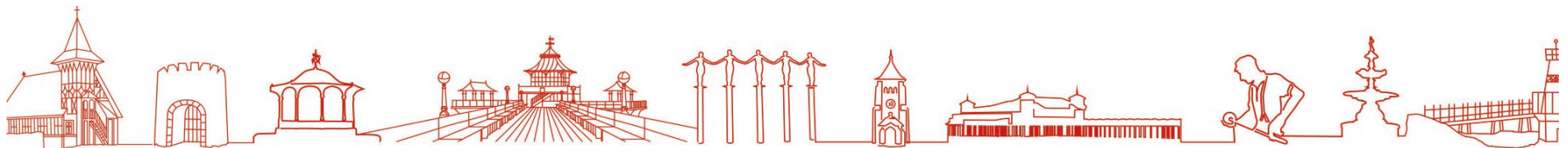
Scheme reference	Project description	Category	Risk	Time frame	Comments
EN1	Wolvershill strategic site - sustainable drainage measures	Time-critical	Moderate	Medium	Surface water will need to be managed in line with policy requirements. Hydraulic modelling of the River Banwell and its tributaries will inform the scheme. Equalisation between landowners may be required, land to be provided by the developers as part of the proposal, and scheme to be funded by development.
EN2	Coastal management scheme - Weston-super-Mare sea wall upgrade	Essential	Moderate	Long	Essential coastal management scheme. Funding source to be identified.
EN3	Coastal management scheme - Clevedon to Sand Bay	Essential	Moderate	Medium	Essential coastal management scheme. Adaptation Plan to confirm extent of works required. Funding source to be identified.
EN4	Coastal management scheme - Middle Hope car park to southern end of Beach Road Kewstoke	Essential	Moderate	Medium	Essential coastal management scheme. Funding source to be identified.



Scheme reference	Project description	Category	Risk	Time frame	Comments
EN5	Coastal management scheme – Axe estuary banks and mouth to Uphill	Essential	Moderate	Medium	Essential coastal management scheme. Funding source to be identified.
EN6	Coastal management – ongoing maintenance of existing defences	Essential	Moderate	Ongoing	Constant monitoring of coastal erosion is essential to ensure ongoing maintenance of existing defences depending on available funding.
EN7	Coastal management – future schemes	Essential	Unknown	Long	Defences studies required in the longer term for Weston Bay, Ladye Point to Old Church Road Clevedon, Avon Road Easton-in-Gordano to Portishead Pier and Netham Weir to Avon Road Easton-in-Gordano. The results of these studies will identify the scope of the works required, detailed schemes and the level of funding needed.
EN8	East of J20 Clevedon strategic employment site - drainage strategy and flood risk mitigation works	Time-critical	Moderate	Medium	Detailed scheme to be formulated and funded by developer. Needed to unlock strategic employment allocation.
EN9	Wolvershill strategic site - noise bund adjacent to M5	Essential	Moderate	Short	Detailed requirements to be confirmed as masterplanning progresses.

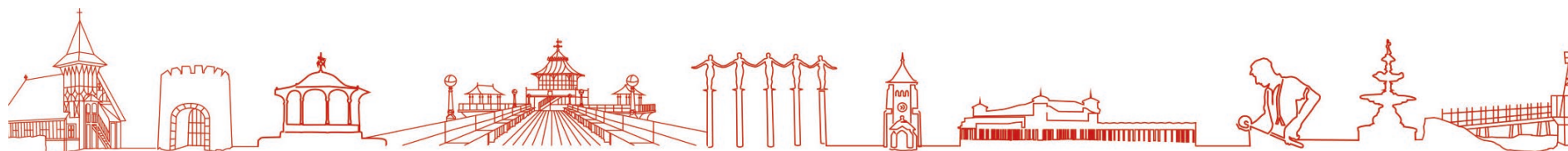


Scheme reference	Project description	Category	Risk	Time frame	Comments
EN10	Wolvershill strategic site - green infrastructure	Essential	Moderate	Medium	Detailed requirements to be confirmed as masterplanning progresses.
EN11	Nature Parks	Essential	High	Medium	As required by local plan policy DP35: Nature Conservation. Sites to be identified and mechanisms to deliver must be put in place, along with detailed funding strategy which will include securing development contributions.
EN12	Green infrastructure	Various	Various	Various	Our Green Infrastructure Strategy was adopted in 2021 and the aim of the strategy is to protect and enhance the GI network. This document lists priority schemes. Funding will be sought from development to achieve the aims of the strategy.

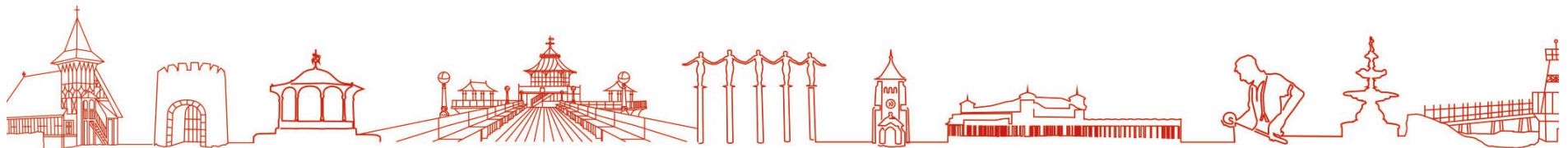


Social infrastructure schedule

Scheme reference	Project description	Category	Risk	Time frame	Comments
SO1	Wolvershill strategic site – extra care provision	Essential	Moderate	Medium	Detailed requirements to be confirmed as masterplanning progresses.
SO2	Healthcare provision	Essential	Moderate	Medium	Work is ongoing with the Bristol, North Somerset and South Gloucestershire Integrated Care Board (ICB) to scope the GP service requirements that will arise as a result of the additional growth proposed in the local plan. The ICB are seeking capital funding from NHS England, but development contributions will also be required.
SO3	Open spaces	Various	Various	Various	Open spaces are important, ranging from strategic and managed spaces, areas for informal recreation and play parks. Necessary schemes will be identified, and where needs arise directly as a result of new development contributions will be sought.

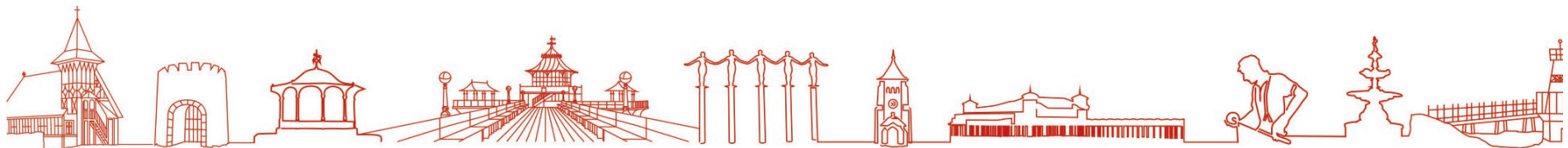


Scheme reference	Project description	Category	Risk	Time frame	Comments
SO4	Leisure, sports and community facilities	Various	Various	Various	This category will include leisure centres, swimming pools, gyms, and other community facilities such as libraries, allotments, cemeteries, new and improved village halls and car parking. Other sports facilities will also be needed such as playing pitches of different types and sizes (for example for football, rugby, tennis and hockey), all weather surfaces and areas for exercising in open spaces. Detailed requirements will be scoped based upon the final package of allocated sites. Funding to be sourced primarily from development contributions, and schemes to be worked up in conjunction with local town and parish councils.

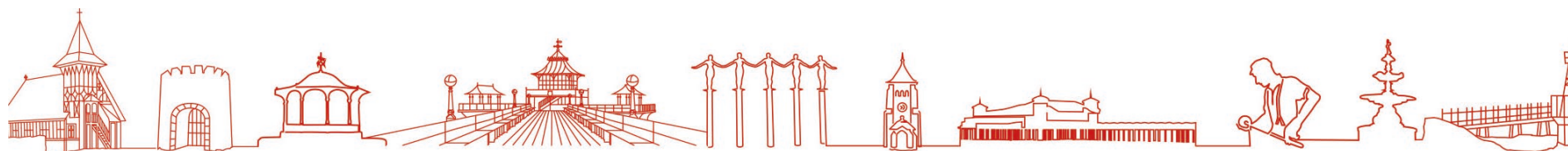


Utilities infrastructure schedule

Scheme reference	Project description	Category	Risk	Time frame	Comments
UT1	Weston-super-Mare – replacement waste transfer station	Essential	High	Short	Requirement identified in local plan Policy DP32: Waste management facilities. Site to be identified, detailed scheme and costings to be worked up.
UT2	Backwell - waste transfer station relocation	Supporting	High	Medium - long	Requirement identified in local plan Policy DP32: Waste management facilities. Site to be identified, detailed scheme and costings to be worked up.
UT3	Power infrastructure	Time-critical	Low	Ongoing	Gas and electricity supplies are delivered outside of the planning process by providers in conjunction with developers.
UT4	Digital infrastructure	Time-critical	Low	Ongoing	Telephone and broadband connections are critical infrastructure, delivered by service providers.
UT5	Fresh water infrastructure	Time-critical	Low	Ongoing	Bristol Water are responsible for the water supply across North Somerset. Housing forecasts are shared with them at regular intervals to ensure that they are fully aware of all planned developments and supply requirements.



Scheme reference	Project description	Category	Risk	Time frame	Comments
UT6	Drainage, waste water and sewerage infrastructure	Time-critical	Low	Ongoing	Wessex Water are responsible for providing these critical services. They work with developers on specific schemes, and regularly engage with the Local Planning Authority in respect of planned housing developments. Planning conditions are often used to ensure that development delivers the requisite infrastructure.
UT7	Electric vehicle charging	Essential	Low	Ongoing	Detailed schemes to be developed. Development contributions to fund provision of new charging points.
UT8	Renewable energy generation	Time-critical	Moderate	Ongoing	Renewable energy generation is critical if we are to achieve our zero carbon ambitions. Future schemes may be strategic in nature and/or site specific and will largely be funded through development. Grant funding sources will also be explored.
UT9	Waste management and collection	Time-critical	Moderate	Ongoing	Collection and treatment of waste is a critical service. Work is ongoing to establish the additional demands on the service that will arise as a result of planned new developments.



8. Next steps

- 8.1 This iteration of the IDP reflects the schemes and proposals contained within the pre-submission (regulation 19) local plan.
- 8.2 Consultation on the local plan will take place from 27 November 2023 – 22 January 2024. This IDP is published as an evidence base document.
- 8.3 Following the consultation a further draft IDP will be produced, taking account of any comments received and providing further detail on individual schemes including costings, funding sources and gaps, mechanisms for delivery and timescales. Priority levels will be reviewed in the context of consultation feedback and any other evidence that emerges during this time. This will result in a revised version to submit to the local plan examination and be tested through the examination process.
- 8.4 Once the examination process is complete and the local plan is finalised and adopted, the full final IDP will be published.

