

South Gloucestershire Council

# **INFRASTRUCTURE POSITION STATEMENT**

## **Introduction**



December 2023

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## Introduction

1.0 The National Planning Policy Framework (NPPF), requires that plans should set out the contributions expected from new development towards infrastructure, such as that needed for education, health, transport, flood and water management, green and digital infrastructure (para 34) and local planning authorities should work proactively and positively with [infrastructure] delivery partners and statutory bodies to plan for required facilities and resolve key planning issues before applications are submitted (para 94).

1.1 Information on a Council area's infrastructure needs is also required to support Community Infrastructure Levy (CIL) charge setting. Local authorities must also publish an Infrastructure Funding Statement (IFS) on an annual basis. Planning obligations must also be justified to meet the CIL 122 tests; 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. (see NPPF Chapter 4 paragraphs 55 to 58 [National Planning Policy Framework - 4. Decision-making - Guidance - GOV.UK \(www.gov.uk\)](#))

1.2 Planning for infrastructure is therefore a key priority required to inform and underpin development plan making and to support development management decisions. In essence planning authorities, developers and infrastructure providers need to be able to explain what infrastructure they require to support new communities, how much it will cost and how it will be funded. This information and evidence will be crucial for the Local Planning Authority (LPA) to demonstrate that its new Local Plan is 'sound' when tested at Examination in Public, or in other words if there is a 'reasonable prospect' that the infrastructure required to support the level and location of growth proposed can be funded and delivered in a timely way. Moreover, in fulfilling these roles and functions the LPA is also able to demonstrate that it has complied with and met the Duty to Cooperate (DtC) with prescribed bodies on strategic matters which is integral to the production of positively prepared, justified, and effective local plans.

1.3 The Council first published an Infrastructure Delivery Plan in 2012 to support the Core Strategy and then updated it in 2014 to support adoption of its CIL: ([South Gloucestershire \(southglos.gov.uk\)](#)). It has since published Infrastructure Funding Statements in 2020, 2021 & 2022: [Community Infrastructure Levy \(CIL\) | BETA - South Gloucestershire Council \(southglos.gov.uk\)](#) . Under the Regeneration & Levelling Up Act, which came into force in October this year and when the further secondary guidance is in place IDPs will be referred to as Infrastructure Delivery Statements (IDS). However, as the council's Local Plan is being prepared under the existing 2012 Town and Country Planning Regulations, we are continuing to prepare

this Infrastructure Position Statement (IPS) to help set the context and baseline for consideration of the likely priorities for infrastructure arising from the homes and jobs that our new Local Plan will need to make provision for, as we are currently required to do in accordance with the NPPF.

1.4 Accordingly, the IPS is considered proportionate to the stage that the plan has reached. It is not intended as a full Infrastructure Delivery Plan (IDP). Subject to consultee comments the IPS will be further developed into an IDP setting out the infrastructure requirements to support the proposed growth in the final Submission version of the plan. In essence infrastructure planning continually evolves and requires ongoing review. The production of the IPS and IDP relies on partner organisations working with the Council. The Council will endeavour to liaise with partner organisations on an ongoing basis. To support this process a series of topic papers have been prepared which seek to explain who plans and delivers the respective infrastructure, how that infrastructure is planned for and any critical issues locally.

1.5 In order that you can see the level of activity in the district over recent and coming years, the following section, provides a list of recently completed infrastructure schemes and currently planned schemes, i.e. those it is currently considered have a high likelihood of being delivered.

1.6 In terms of funding for infrastructure, it should be noted that it comes from a great many sources, depending on the type of infrastructure being considered. Developer funding is only one source of many and makes up a relatively small proportion of the whole capital programme. Individual infrastructure projects may also be funded in-kind and by multiple different sources. In terms of Council funding, to give an idea, Council capital and revenue funding is published annually. The key committee paper where this information can be found is the Capital Outturn Report, presented to Cabinet in June/July annually. This sets out income and what was actually spent in the preceding the year. This is distinct from Revenue Budget & Capital Programme report to Council, usually published in February, which sets out projected sources of finance and expenditure. In terms of capital the main sources of income/funding are grants from government, the West of England Combined Authority (WECA), and prudential borrowing. It should be noted that predicting forward capital expenditure accurately on a year-by-year basis is notoriously difficult as infrastructure projects can often be delayed and/or cost more or less than originally planned. Projects also tend to be planned only a few years in advance as they are often brought forward in response to new funding pots being made available due to national and local political priorities. So, it is hard to predict what projects will materialise far in advance.

1.7 The Outturn reports therefore provide the most realistic picture of Council capital expenditure year on year. The table below, row 1, shows actual total expenditure taken from the respective Outturn reports, including s106 & CIL expenditure. Row 2 shows the s106 & CIL expenditure for comparison. S106 & CIL is raised from developer contributions so should reflect income from this source over the medium long-term. It can be seen therefore that developer funding is only a small proportion of the total capital programme. Developer funding may though rise in coming years as a proportion of the total capital programme due to the large scale of growth now starting to come forward on the new neighbourhoods at Cribbs Patchway & Harry Stoke. The 2022/23 figure is starting to reflect this trend.

**Council Capital Expenditure (excluding Property Investment Fund)**

Year	18/19	19/20	20/21	21/22	22/23
<b>Actual Spend. Total £'000s including S106 &amp; CIL</b>	70,145	102,945	66,469	95,862	79,548
<b>S106 &amp; CIL spend £'000s</b>	6,728	6,133	4,781	5,687	12,527

1.7 Finally, digital infrastructure is clearly a critical component of modern-day life. It does not have its own topic paper as broadband connectivity is now a building regulation requirement following the 'The Building etc (Amendment) (England) (No. 2) Regulations 2022', coming into force on 26 December 2022. These regulations introduce gigabit broadband infrastructure and connectivity requirements for the construction of new homes in England. South Gloucestershire has also exceeded the government's 85% Project Gigabit broadband coverage goal well ahead of the target date of 2025, with the national average being 72%. South Gloucestershire Council also receives funding from central government to help bring faster broadband to areas where it isn't commercially viable for private companies to provide. Together with Openreach, superfast broadband has now been provided to more than 98.9% of households and businesses in the district. It is therefore assumed that any spatial scenario will be capable of being provided with superfast or gigabit broadband connectivity. More information on broadband connectivity for new homes and 'Connecting South Gloucestershire' can be found at:

- <https://www.gov.uk/guidance/new-build-connectivity-information-for-developers>
- <http://sites.southglos.gov.uk/broadband/>

## **Recently Completed and Currently Planned Infrastructure Schemes**

Note: Currently Planned Schemes, only includes projects which are currently considered to have a high degree of certainty that delivery will happen well within the plan period (before 2040). Due to inflation, £costs may now be under review for many of the schemes. TBC – scheme under review at time of writing.

### Stage

F - Feasibility  
OBC – Outline Business Case  
PA – Planning Application  
PP – Planning Permission  
DD – Detailed Design Stage  
FBC – Full Business Case  
Con – Construction Contracts / Out to tender  
UC – Under construction

### Funding Sources

WECA – West of England Combined Authority  
CRSTF – City Region Sustainable Transport Fund  
S106 – Section 106 developer funding  
CIL – Community Infrastructure levy  
SGC CP - SGC Capital Programme (Grant/Unsupported Borrowing/Prudential Borrowing)  
SGC CF – SGC Climate Fund  
CSET – Castle School Education Trust  
LGF – Local Growth Fund  
EDF – Economic Development Fund  
TCF – Transforming Cities Fund  
GWR – Great Western Railways  
WMER – Waste Management Equalisation Reserve

Note: New Neighbourhoods at Cribbs Patchway, Lyde Green, Harry Stoke, and North Yate are subject to their own s106 planning agreements, including infrastructure, such as new schools, community buildings and sports pitches and pavilions etc. Only key elements are reflected in the lists below as packages are primarily designed to only mitigate their own needs. Some aspects may also be under review due to changing circumstances. The former Filton Airfield is also subject to a further outline planning application to increase the number of dwellings from 2675 to up to 6500 homes, so that package of infrastructure is currently under review. See March 14 IDP for full list of the previously agreed s106 packages for the current New Neighbourhoods<sup>1</sup>.

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<sup>1</sup> <file:///C:/Users/dj9/Downloads/Infrastructure-Delivery-Plan-Update-March-2014.pdf>

## Recently Completed Schemes

<b>Scheme</b>	<b>Date completed</b>	<b>Implications for sustainable communities</b>
North Fringe to Hengrove Package (Metrobus) including the Stoke Gifford Transport Link & link from North Fringe to Emersons Green/Lyde Green.	2020	Improves bus accessibility & frequency in the north fringe of Bristol to central Bristol. Supports the continued build out of the new neighbourhoods at CPNN (airfield), the Harry Stokes and Lyde Green, plus further housing and employment opportunities in the north fringe communities of Patchway, Filton, Stoke Gifford, UWE, Hambrook, Frenchay, Science Park & Lyde Green.
Community Centre & Primary School at Lyde Green	2020	Serves the new community.
M49 Junction – Western Approaches	2021	Will creates direct access from the Severnside and wider Avonmouth Enterprise Area to the motorway network, so reducing congestion and improving safety on the local road network (subject to M49 link).
Primary School at Charlton Hayes	2021	Serves new residents at Charlton Hayes and subject to falling birth rates locally may provide some additional primary school capacity to local communities and any additional infill growth in Patchway & Filton.
Nibley (Yate) Park & Ride	2022	Encourages car drivers to use enhance bus and rail services for journeys to Bristol City Centre & the Bristol North Fringe. Promotes sustainable travel options for Yate residents and nearby villages.
Filton, Patchway & CPNN Walking & Cycling Improvements	2022	Enhances walking & cycle infrastructure in the Bristol north fringe, particularly supporting build out of the new neighbourhood at Cribbs Patchway.
Cycle Path (Yate-Coalpit Heath-Downend)	2022	Enhances cycle infrastructure between Yate and Bristol north fringe communities.
Frenchay replacement Primary School	2022	Serves new residents at Frenchay Hospital site as well as existing village and subject to falling birth rates locally may provide some additional primary school capacity to local communities and any additional ongoing growth in the locality.
Page Park	2022	New café & community building, improved play equipment, restoration of walls, gates, railings, resurfacing of paths, additional planting & refurbishment of the clock tower.
Metrowest Phase II (half hourly rail services to Yate)	2023	Improves sustainable travel options at Yate and nearby settlements.
Cribbs Patchway (to Parkway Station) Metrobus Extension	2023	Improves bus accessibility & frequency in the north fringe of Bristol (new M4 metrobus route). Supports the continued build out of the airfield plus further housing and employment development the north fringe communities of Patchway, Filton & Stoke Gifford.
Marlwood Secondary School refurbishment	2023	New facilities and refurbished classrooms.

North Bristol relief sewer	2023	It connects Bristol's existing trunk sewer in Lawrence Weston to the Frome Valley relief sewer near Cribbs Causeway and will direct waste more efficiently around North Bristol to the water recycling centre in Avonmouth. It will therefore enable growth across the north and eastern communities of Bristol.
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### **Currently Planned Schemes**

<b>Scheme</b>	<b>Stage</b>	<b>Funding Source(s)</b>	<b>Cost</b>	<b>Expected Start &amp; Completion date</b>	<b>Implications for sustainable communities</b>
<b>TRANSPORT</b>					
Charfield Station	DD	CRSTF, TCF, S106	£39.5m	2025 2026	Improves sustainable travel choices in the north of the district.
North Filton & Henbury train stations (MetroWest Phase II)	PP/DD	LGF, EDF, SGC, TCF, WECA, S106, GWR	£72.6m (includes Ashley Down Station)	2025 2027	Supports sustainable travel choices in the north fringe of Bristol and committed development at CPNN.
M49 Link Road	PA	DfT	£7m	2024 2025	Provides direct link to new junction from employment areas so reducing impact from through traffic on nearby communities.
Cycle Trunk Scheme (series of improvement works / projects at various stages of delivery)	Various	Various	£7.2m to date	2015 2030	Provides improved cycle infrastructure between Emersons Green / Science Park & Cribbs Patchway New Neighbourhood.
Arena Infrastructure Scheme	FBC	S106	£10.8m	2023 2026	Supports sustainable travel options to the new Arena.
A4174&A432 Improvements	OBC	CRSTF	£35m	2025 2026	Supports active travel choices in the North Fringe to Yate & Chipping Sodbury (UWE/Harry Stoke/Hambrook/Bromley Heath area/Wick Wick rbt to Yate & Chipping Sodbury).
A38 North Improvements	OBC	CRSTF	£32m	2026 2026	Supports active travel choices from Bradley Stoke & Aztec West to Almondsbury, Woodhouse Down, Alveston & Thornbury.



Bristol – Bath Railway Path Improvements	FBC (2024)	CRSTF	£1m	2023 2025	Support cycling between Bristol & Bath, particularly for communities along the route (Staplehill, Mangotsfield & Warmley etc).
Yate Spur	FBC	WECA	£5.2m	2025 2026	Completion of off-road cycle/footpath & bridleway between Yate and east fringe of Bristol.
Thornbury High Street Improvements	U/C	EDF	£4.6m	2023 2024	Supports local businesses and sustainable travel in Thornbury.
Kingswood Regeneration Programme (inc Whitfield Tabernacle Restoration)	U/C	WECA, Active Travel Fund 3	£8.6m	2022 2025	Series of projects to regenerate the centre of Kingswood and support active travel.
Liveable Neighbourhoods (Thornbury & Yate)	OBC/Co Design	CRSTF	£6m	2025 2026	Support active travel options in Yate & Thornbury.
<b>EDUCATION</b>					
Lyde Green Secondary & Primary School	PA/DD	DFE Grant / s106 & CIL	£45m	2024 2026	Provides secondary school capacity at Lyde Green and potentially for surrounding communities in due course, subject to birth rates.
Ladden Garden Village Primary School & Community Centre	OBC	S106	£TBC	TBC TBC	Provides school places and community facilities to serve the new neighbourhood. Scheme details currently under review.
Brimsham Green Secondary School Expansion	F	TBC	£TBC	TBC TBC	Additional secondary education capacity to serve growing communities at North Yate and surrounds.
Castle School remodelling including new 6 <sup>th</sup> form facilities, Maths & Science Block	U/C	SGC CP/CSET	£16.7m (inc Marlwood refurbishment)	2023 2024	Provides additional secondary education capacity in Thornbury to meet needs arising from consented housing developments as well as new hi-tech facilities.
Elm Park Primary	U/C	SGC CP	£11.6m	2022 2024	Replacement (2FE) school to passivhaus standard.

replacement, Winterbourne					
Abbeywood Secondary School Expansion	DD	S106/SGC CP	£13m	2024 2026	Additional secondary education capacity to serve growing communities at Cheswick, Harry Stoke & surrounds.
<b>GREEN INFRASTRUCTURE</b>					
Avon & Severnside Flood Defence Scheme	U/C	WECA, DEFRA, Wessex Regional Flood & Coastal Committee.	£103m	2020 2027	Provide flood defences for employment uses and existing households (not new residential development). Provides a series of ecological schemes/improvements. May provide a basis for future BNG offsets from development elsewhere in the district.
Common Connections	FBC/DD	WECA, SGC, Enovert Community Trust	£1.2m	2022 2026	A landscape scale habitat restoration project to restore and connect habitat including linking registered common land, unimproved grasslands, woodlands and associated habitats along the Bristol east fringe.
Brabazon Park	PP/DD	Developer	Unknown	2024 2026	A new destination park to support and promote build out of the Arena & CPNN.
Resilient Frome & Frome Valley River Reserve (Series of projects to provide local flood resilience & ecological improvements)	FBC	DEFRA, WECA	£2.1m	2021 2027	Provide wetland habitat / flood protection to downstream communities.
Assley, Hareley, Inglestone and Hawkesbury Common Improvements	Con	DEFRA, Forest of Avon Trust	£350k	2021 2031	Enhancement project for nature through tree planting, scrub management, grassland and pond provision.
Tree Canopy Project	Con	WECA	£1.1m	2023 2025	District wide tree planting scheme.
Highway Verges (LiveLabs 2)	Con	DfT	£4m (shared with West	2023 2025	Reducing grass maintenance operational

			Sussex County Council)		greenhouse gas emissions, increasing soil carbon sequestration, increasing biodiversity and ecosystem services particularly pollinator services (increased wildflowers and pollinating insects) and SuDS. – District wide
Community Pollinator Fund	Various	WECA	£1m	2022 ongoing	Supports Community led ecology projects across the WoE. 6 projects awarded funding to date in South Glos.
<b>COMMUNITY</b>					
Hangar 16U Filton Airfield	Con	S106 in kind	Unknown	2024 2025	Supports build out of the airfield site and integration with wider communities.
Harry Stoke Community Centre	Con	S106 in kind/SGC CF	Unknown	2024 2025	Supports build out of Harry Stoke 1 site and integration with wider communities.
North Fringe Waste Transfer Site and vehicle depot & access improvements to Mangotsfield Waste Facility	DD	S106/SGC CP/WMER	£10.75m	2025 2030	Provide additional capacity to serve existing communities and new & committed housing developments.
Avonmouth Waste Recycling Centre additional treatment capacity	PP	Wessex Water Capital Programme	Unknown	2025 2027	Ensure capacity to meet committed & foreseeable growth in Bristol, Yate & Chipping Sodbury.

See plan below:

