

**South Somerset**

**Infrastructure Delivery Plan**

**Update 2015/16**

**Part One – Spatial Summary**

**January 2016**



# Contents

1. Introduction.....	1
2. District-Wide.....	7
3. Yeovil.....	9
<b>Primary Market Towns .....</b>	<b>16</b>
4. Chard .....	16
5. Crewkerne .....	19
6. Ilminster.....	21
7. Wincanton .....	23
<b>Local Market Towns .....</b>	<b>25</b>
8. Ansford/Castle Cary .....	25
9. Langport/Huish Episcopi .....	26
10. Somerton.....	28
<b>Rural Centres and Rural Settlements .....</b>	<b>30</b>
11. Rural Centres.....	30
12. Rural Settlements.....	32
13. Delivery and Funding.....	34
14. Conclusion.....	36

# 1. Introduction

## Overview

- 1.1 The Infrastructure Delivery Plan (IDP) sets out evidence on current and future infrastructure provision in South Somerset. It assesses infrastructure capacity and identifies any necessary improvements required as a result of the planned development in the South Somerset Local Plan (2006 – 2028)<sup>1</sup>. The IDP's purpose is to show that the Local Plan can realistically be delivered and that infrastructure will not prevent development occurring, whilst also responding to the demands of growth.
- 1.2 The Council previously prepared an IDP in January 2012. This was produced to inform the examination of the emerging South Somerset Local Plan, which was subsequently adopted in March 2015. It is important to regularly review infrastructure evidence to reflect the latest issues, such as: development requirements, recent infrastructure delivery, changes in priorities, and funding decisions. There have also been significant contextual changes since the 2012 study, including: publication of the National Planning Policy Framework and accompanying Planning Practice Guidance; adoption of the Local Plan; and structural changes for some infrastructure/service providers.
- 1.3 The IDP has been updated to take account of the latest circumstances up to and including December 2015. The Council recognises that as homes and jobs are delivered in locations across South Somerset, the context evolves and the infrastructure requirements simultaneously change.
- 1.4 To ensure that the necessary infrastructure is delivered to support and accommodate development, the information in this document will be subject to regular review. The IDP is intended to be a 'live' document and the evidence on infrastructure requirements will be monitored. Published updates to the IDP are scheduled to take place regularly.
- 1.5 The IDP is split into two parts. This document represents **Part One**, and focusses on identifying the significant infrastructure issues in settlements across South Somerset. It provides a spatial summary of each settlement, drawing out the critical infrastructure challenges, whilst also making clear where infrastructure does not pose a fundamental problem to delivering planned growth.
- 1.6 **Part Two** provides the evidence base for the IDP and discusses each infrastructure type in more detail. It outlines the statutory and policy context, current issues, planned improvements, any additional requirements as a result of Local Plan growth, and funding options. Part One and Part Two should be read in conjunction to gain a full account of the infrastructure issues in South Somerset.
- 1.7 The "*Infrastructure Schedule*" is a defined set of infrastructure projects that are expected to come forward whilst delivering the Local Plan growth. This is set out in Appendix 1. The IDP has been informed by consultation with a range of infrastructure and service providers (set out in Appendix 2), to ensure the findings are robust and credible.

---

<sup>1</sup> NPPF, para 162.

## Objectives

- 1.8 The objectives of the IDP are to:
- Highlight existing infrastructure capacity issues;
  - Identify the infrastructure impacts of development proposed in the Local Plan;
  - Identify, for at least the next five years, the infrastructure requirements which are essential to deliver new housing and economic development in the Local Plan;
  - Provide information on the indicative cost of infrastructure requirements; and
  - Identify funding mechanisms and responsibility for infrastructure delivery.
- 1.9 The IDP includes detail on long term strategic capacity and financial decisions that will inevitably need to be refined over time. For example, NHS England and the Clinical Commissioning Group are due to publish a Local Estates Plan in 2016 which will clarify their strategy for infrastructure provision in South Somerset. Also, whilst SSDC has worked in partnership with Somerset County Council (SCC) to clarify the findings on education, SCC intends to carry out a detailed assessment of education infrastructure later in 2016. This will likely alter the perspective on education provision in South Somerset.
- 1.10 It is important to note that the IDP is not a policy document, and information within it does not override or amend agreed/adopted strategies, policies and commitments which the Council and infrastructure providers currently have in place.

## South Somerset Local Plan – housing and economic development

- 1.11 The South Somerset Local Plan proposes at least 15,950 dwellings, the delivery of 11,250 jobs, and 149.51 hectares of land for economic development in the district between 2006 and 2028.
- 1.12 Table 1 sets out the development requirements for each settlement and the district. It also clarifies the outstanding housing and employment growth still to be delivered over the remaining plan period (2015 - 2028). The latest housing and employment figures are accurate as at March 2015.
- 1.13 It is important to re-state the Local Plan growth figures as these provide the agreed objectives for the future of the district. And as highlighted above, the key objective of the IDP is to identify the infrastructure requirements necessary to deliver the Local Plan. Therefore the IDP must appraise the current and future requirements against this overall scale of development.
- 1.14 However, the Council is mindful that planning applications may alter the exact amount of housing and employment delivered in the district. This in turn may alter the infrastructure requirements in the district. Regular reviews of housing and employment growth, and infrastructure needs will be undertaken so that the Council can respond to changes in requirements across each settlement and the district as a whole.

**Table 1: South Somerset Local Plan Housing and Employment land requirements**

Settlement	Housing (Dwellings)			Employment (Hectares)	
	Total Requirement (2006 – 28)	Completions (2006 – 15)	Remainder (2015 – 28)	Total Requirement (2006 – 28)	Remainder (2011 – 28)
Yeovil	7,441 <sup>2</sup>	1,876	5,565	50.0 <sup>3</sup>	10.16 <sup>4</sup>
Chard	1,852	589	1,263	17.14	13.0
Crewkerne	961	337	624	10.10 <sup>5</sup>	0
Ilminster	496	236	260	23.05 <sup>6</sup>	0
Wincanton	703	533	170	7.94	4.38
Somerton	374	49	325	6.63	5.07
Ansford/Castle Cary	374	59	315	18.97	8.9
Langport/Huish Episcopi	374	273	101	4.01	3.67
Bruton	203	103	100	3.06	2.5
Ilchester	141	1	140	1.02	1.0
Martock	230	77	153	3.19	1.74
Milborne Port	279	165	114	0.84	0.80
South Petherton	229	190	39	2.47	0.66
Stoke Sub Hamdon	51	5	46	1.09	1.09
Rural Settlements / Rest of District	2,242	1,165	1,077	No specific figure	No specific figure
<b>DISTRICT TOTAL</b>	<b>15,950</b>	<b>5,658</b>	<b>10,292</b>	<b>149.51</b>	<b>52.97</b>

<sup>2</sup> Including 1,565 dwellings at the two Yeovil Sustainable Urban Extensions.

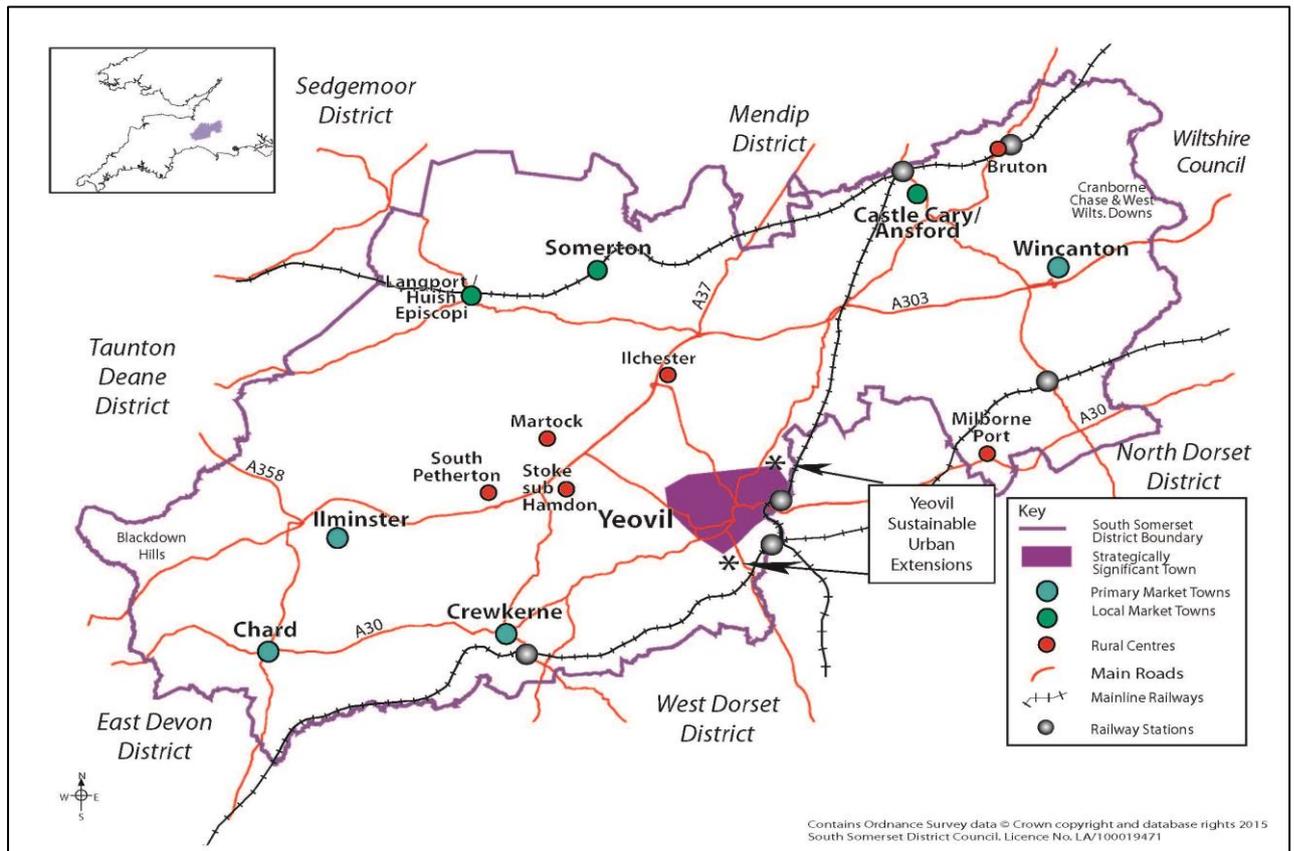
<sup>3</sup> Figure includes 5.16 ha in the Yeovil Sustainable Urban Extensions.

<sup>4</sup> Figure includes 5.16 ha in the Yeovil Sustainable Urban Extensions.

<sup>5</sup> Undelivered but with planning permission.

<sup>6</sup> Undelivered but with planning permission.

**Figure 1: Map of South Somerset**



## Infrastructure types

1.15 The table below sets out the infrastructure types that are covered by the IDP, and the specific elements of infrastructure within each type.

**Table 2: Infrastructure types**

<b>Infrastructure Type</b>	<b>Specific Infrastructure</b>
<b>Transport</b>	Roads
	Rail
	Bus
	Cycling/walking
	Car parking
<b>Flood Risk and Drainage</b>	Flood Risk and Drainage
<b>Utilities</b>	Water supply
	Waste water, sewerage and sewage
	Electricity
	Gas
<b>Telecommunications</b>	Fixed broadband
	Mobile telecommunications
<b>Waste and Recycling</b>	Waste Management
<b>Education</b>	Early years (0-4 years)
	School places (5-16 years)
	Post 16 Education and Training
	Special Education Needs
<b>Health care</b>	Primary Care
	Secondary (or Acute) Care
<b>Emergency Services</b>	Ambulance
	Fire and Rescue
	Police
<b>Open Space and Outdoor Play Space, Sports, Community and Cultural facilities</b>	Open Space
	Outdoor Play Space – pitches, equipped play areas, youth facilities
	Sports facilities – artificial grass pitches, sports halls, swimming pools, other indoor leisure (e.g. gym, indoor tennis)
	Community and cultural facilities – theatres, arts centres, community halls, libraries, museums, cemeteries and cremation facilities

## Delivery

1.16 The Council recognises that whilst it may wish to secure the delivery of all infrastructure items (see the Infrastructure Schedule at Appendix 1), prioritisation is required due to the availability of public and private sector funding, and statutory service providers' obligations and overall approach. Therefore, each infrastructure project is categorised according to one of the following definitions:

- *Priority 1* – infrastructure that is fundamental to the delivery of development proposed in the Local Plan. It is likely that development will not be able to commence without the infrastructure. This could include some flood risk mitigation, transport or utility infrastructure.
- *Priority 2* – infrastructure that is required to support new development proposed in the Local Plan, but the precise timing and phasing is less critical and development can commence ahead of its provision. This could include schools, health care facilities, and sports/play facilities with a specific project and funding commitment.
- *Priority 3* – infrastructure that is needed in order to build sustainable communities. Although the timing is not as critical as Priority 1 or 2 infrastructure, these items are still desired in order to create high quality places in which to live and work. This could include open space, libraries and other community facilities.

1.17 The timescales associated with the delivery of infrastructure have been broken down into three phases: 2015/16 – 2019/20 (short term); 2020/21 – 2024/25 (medium term); and 2025/26 – 2027/28 and beyond (long term).<sup>7</sup> This separation assists in determining the relative priority of the infrastructure and ensures alignment with the planned delivery of development (as set out in the Council's housing trajectory). Extra care has been taken to draw out infrastructure requirements for the next five years of the South Somerset Local Plan.

1.18 In some cases, infrastructure projects are needs-based calculations according to the level of housing growth (e.g. open space requirements). As such, the timescale for these projects is given as the remainder of the Local Plan period i.e. through to 2027/28.

---

<sup>7</sup> In some cases, infrastructure providers have given more detailed information on timescales.

## 2. District-Wide

### Overview

- 2.1 There are a number of strategic infrastructure issues which affect the whole of the district, where deficiencies and investment have a wider significance than for any one settlement. It is also the case that strategic infrastructure crosses the South Somerset border, or that infrastructure in another local authority area has an influence on the district. A summary of the key strategic and cross-boundary infrastructure issues is set out below.

### Transport

- 2.2 Existing transport infrastructure in South Somerset reflects the semi-rural nature of the district, with long-standing issues relating to connectivity between the main settlements and rural areas, and reduced access to some key services and facilities.
- 2.3 The Government announced in late 2014 that they will plan and fund a scheme to dual the A303 between Sparkford and Ilchester. Not only does this represent a fundamental improvement to the strategic highway in that specific area, it will also provide a boost to the overall economy of South Somerset, by tackling congestion and improving journey times across the district.
- 2.4 Other strategic transport challenges exist, with options for improving connectivity along the A30, A37 and A358 being discussed, and improvement likely to be necessary in the medium-to-long term to ensure that South Somerset's functional relationships with the rest of Somerset, along with Dorset, Devon, Wiltshire and the wider South West remain effective and competitive.
- 2.5 Three important rail routes pass through the district: London (Waterloo) to Exeter; London (Paddington) to Taunton, Exeter and the South West; and Bristol to Weymouth. Together, these routes provide vital connections for business, leisure, and community related journeys that enable South Somerset to contribute to the wider South West and the UK as a whole.
- 2.6 Improvements on these lines have benefitted South Somerset, but there are still challenges to overcome to ensure that South Somerset's advantageous position on the network is recognised, and that the necessary improvements in terms of capacity, frequency, journey time, and quality of service are delivered to the district in order to maintain a competitive advantage within the South West.

### Flood risk and drainage

- 2.7 The nature of the river catchments means that South Somerset faces pressures from upstream, whilst also having an impact on areas downstream. The district's overall role in effective catchment management, as well as its impact arising from new development, should not be under-estimated.
- 2.8 Managing flood risk and overcoming the effects of flooding across South Somerset is a complex arrangement. Somerset County Council (SCC) acting as Lead Local Flood Authority (LLFA) manages flooding from local sources (surface-water, groundwater

and ordinary watercourses). SCC liaises with the Environment Agency (EA) who manages flooding from main rivers, the sea (including coastal erosion) and reservoirs. SCC is also the Highway Authority for Somerset, with a responsibility for managing flooding on the highway.

- 2.9 Internal Drainage Boards (IDBs) operate in some low lying areas to manage water levels and provide routine maintenance. IDBs deal with local flooding and drainage issues within their localities. The Council has powers to undertake flood risk management work to ordinary watercourses, and SCC and the Council work collectively on emergency planning through the Civil Contingencies Partnership. Wessex Water as sewerage undertakers are responsible for managing sewer flooding across the county.
- 2.10 From April 2015, all new major development (greater than 10 dwellings) in South Somerset will need to make provision for Sustainable Drainage Systems (SuDS) unless proven that it is not appropriate. Especially in the short-term, but also throughout the period of local plan, careful discussions will be required between the development industry, the Council, and the relevant statutory organisations listed above to ensure the design, delivery, and maintenance of SuDS is effective for the protection of new and existing communities.

## **Education**

- 2.11 The location and success of secondary, higher, and further education provision in South Somerset means there are cross border implications generated by parent and student choices. Equally there are students living in South Somerset who are educated outside of the district, for example, those attending the Gryphon School in West Dorset; or Bridgwater College in Sedgemoor.
- 2.12 As well as potential capacity related issues, it is important to also consider the effect and implication of the quality of secondary, further and higher education in the sub-region. Many of the education establishments' catchment areas are fluid and subject to change, especially as more secondary schools take 'academy' status and establishments compete for student numbers and additional revenue. So, whilst the evidence indicates that presently there are no fundamental issues associated with secondary, further, or higher education infrastructure; it will be necessary in the medium term to appraise the overall state of secondary, further and higher education in the district (and beyond) to ensure that South Somerset's educational offer remains fit for purpose and competitive in the development of learning and skills.

## 3. Yeovil

### Overview

- 3.1 Yeovil is the largest town in South Somerset and is the focus for both residential and employment growth in the South Somerset Local Plan. In overall terms, demands on infrastructure from the existing population and the additional planned growth will be the greatest in the district. However, this is balanced by the fact that infrastructure investment in Yeovil has been more significant over time, with existing infrastructure more comprehensive and resilient. Short-term pressures on transport and education infrastructure require immediate intervention; whilst improvements to infrastructure that will boost the quality of life and quality of place in the town are required over the medium to longer term. A summary of key strategic infrastructure issues is set out below.

### Transport

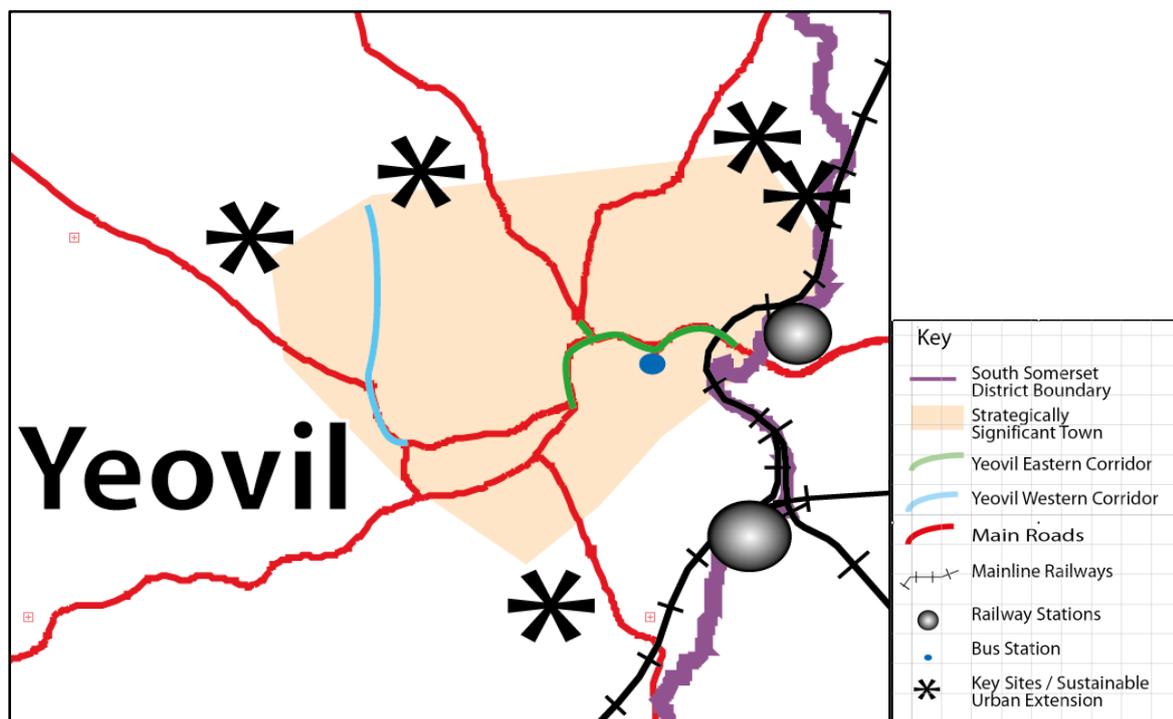
#### Highways

- 3.2 Although Yeovil has good transport connections, the road network does suffer from congestion in places, particularly at peak times. Recently, SCC has committed to delivering two large road improvements schemes – Yeovil Eastern Corridor and Yeovil Western Corridor. The Yeovil Eastern Corridor project proposes several improvements through the town centre and eastwards, and is being delivered incrementally using funding from developers and public finance (*Priority 1*). One of the schemes, to facilitate a straight-ahead movement along Reckleford from east-to-west, was delivered in 2010. In 2012, the Department for Transport (DfT) agreed a funding package of £3 million to bring forward the remaining elements of the scheme. Enhancements to the Horsey Roundabout were completed in late 2015/early 2016, and improvements to Hospital Roundabout are scheduled to commence in February 2016.
- 3.3 In addition, a major programme of improvement measures along the Yeovil Western Corridor aims to increase the capacity of key junctions to the west of the town, as well as enhancing walking and cycling links (*Priority 1*). The Yeovil Western Corridor is an £11 million scheme, fully funded through contributions from local development and the Heart of the South West Local Transport Board. It is scheduled to begin construction in early 2016.
- 3.4 More detail on each of these major road improvements works can be found in Part 2 of the Council's IDP<sup>8</sup>.

---

<sup>8</sup> [http://www.southsomerset.gov.uk/planning-and-building-control/planning-policy/early-review-of-local-plan-\(2006-2028/evidence-base/](http://www.southsomerset.gov.uk/planning-and-building-control/planning-policy/early-review-of-local-plan-(2006-2028/evidence-base/)

**Figure 2: Key transport routes and major development sites in Yeovil**



- 3.5 Elsewhere, a number of other highway improvement works are planned as part of the delivery of Key Sites and the two SUEs.
- 3.6 Under the terms of the Section 106 Agreement signed for the Lyde Road Key Site, the following highway works are proposed and will be funded by developers:
- Lyde Road / Sherborne Road – conversion of existing junction to a traffic light signal controlled junction (*Priority 1*);
  - Upgrade existing Lyde Road / Mudford Road junction to a traffic light signal controlled junction (*Priority 1*); and
  - Creation of a roundabout at the Combe Street Lane / Mudford Road junction (*Priority 1*).
- 3.7 As at January 2016, there remain question marks about the timescales for delivering these schemes. This lack of clarity is heightening the level of concern stemming from residential development occurring ahead of infrastructure provision. This is adding to the perception that congestion issues in Yeovil are getting worse. The Council is working with SCC to agree a timetable for the sequencing of the Lyde Road Key Site improvement works, and to co-ordinate with the other schemes scheduled to take place throughout the town.
- 3.8 Significant road improvement schemes will also be required in order to provide adequate access for the two SUEs. For the North-East SUE, a new roundabout is needed on Primrose Lane to allow access in to the west of the site (*Priority 1*). For the Southern SUE, a new fifth arm for the Keyford roundabout is required, and improvements to Little Tarratt Lane / A37 junction are required (*Priority 1*).

- 3.9 These are scheduled to be delivered immediately when each of the sites begins to be built, and will be funded by the developers. Outline planning applications for both SUEs have been submitted, with decisions expected in spring 2016.
- 3.10 Once again, clarity over the timing of the implementation of these schemes is highly important to ensure that unintended congestion issues do not arise. An overall co-ordinated approach by SCC, developers, contractors and SSDC is required to maximise the individual benefits of each scheme and minimise disruption.
- 3.11 Prior to these planned schemes Yeovil's road network had only received piecemeal upgrades. As such, even with the proposed improvements, there remain concerns over specific congestion hot-spots and poor traffic-flow along key routes, these include:
- A30 (Reckleford) and its relationship with access roads in to, and out of, the town centre, such as Wyndham Street and Market Street; and
  - Access to key regeneration sites in the town centre, such as: the Cattle Market, Stars Lane/Box Factory, Glovers Walk, and the Quedam Extension.
- 3.12 It is suggested that further work is required by both the Council and SCC to ensure that these other highways/access issues are addressed. The Council expects to produce a report to help understand these issues in more detail in 2016.
- 3.13 Meanwhile, the Council will continue to work with SCC to ensure that the improvements described above are co-ordinated and sequenced appropriately so that the town is not unduly affected by their delivery.

### **Rail**

- 3.14 Yeovil is served by two railway stations: Yeovil Pen Mill and Yeovil Junction (located two miles south of the town). Usage of the train stations has grown by over 50% since 2003, but the two stations are located on different train lines and served by two different franchises. From December 2015 there are connecting journeys between Yeovil Junction and Pen Mill (a bus service already offers connections). There is currently no southern rail link between Yeovil Junction and the southbound line (i.e. the so-called 'south chord' towards Dorchester). This limits both the potential to enhance services, and network resilience to extreme weather events. Options are being considered to address these issues, although some, such as more regular train frequencies on the Heart of Wessex line and a 'south chord', are not being considered until the long term.

### **Bus**

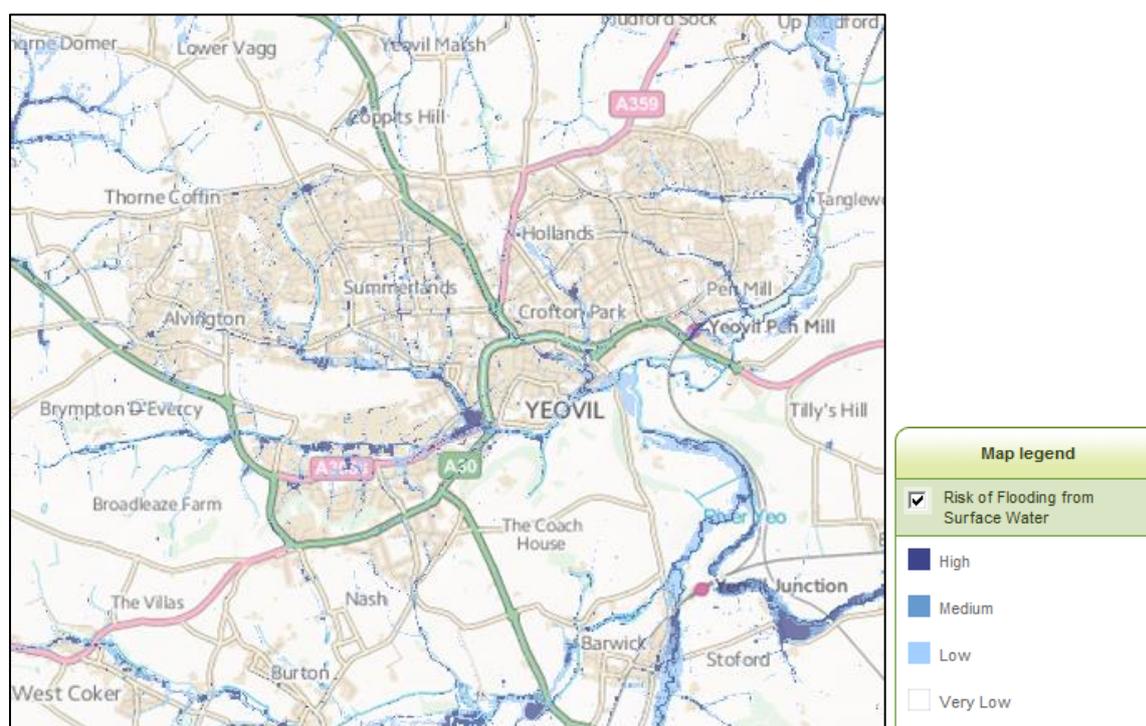
- 3.15 There are a range of bus services run by various operators that provide services in and around the town, and on to other settlements. Although there are some good cycle links in the town, the network does suffer from a lack of connectivity in places. Sustainable travel schemes are being considered in order to promote connectivity with the SUEs. In addition, the Local Plan (Policy TA3) aspires to the creation of a sustainable transport interchange in the town, by seeking contributions toward this. Although there is potential to obtain funding from development, these projects are still to be fully worked up and are not yet funded (Priority 2 and 3).

3.16 There are several large car parks located in and around the town centre, and the need for additional parking will be explored if management arrangements cannot address the capacity issues that are envisaged in the early 2020s.

### Flood risk and drainage

3.17 The majority of flood risk and drainage problems relate to surface water and sewer flooding, with around 1,100 residential properties at risk of surface water flooding in the town. There are no Environment Agency (EA) maintained raised defences in Yeovil itself, but EA defences are in place nearby upstream at Barwick and Stoford. A Surface Water Management Plan for Yeovil to inform future development and drainage works is programmed to be prepared in 2015-17.

Figure 3: Risk of flooding from surface water in Yeovil<sup>9</sup>



### Utilities

3.18 For waste water, a range of schemes are considered necessary to support development allocations at Yeovil. In the short term, the Brimsmore key site needs to upgrade existing sewers, provide a new off-site mains sewer, and new booster station; Lufton key site needs to provide a new off-site sewer. In the medium term, the South Yeovil SUE should provide a new off-site sewer and new off-site mains (*Priority 1*). In addition, Pen Mill Sewage Treatment Works requires a detailed Strategic Enhancement Plan in order to inform future investment needs, with a treatment works scheme required in 2020-25 subject to growth and water quality objectives.

3.19 The upgrading of the water supply grid will ensure sufficient capacity in Yeovil (*Priority 1*). This will be funded directly by Wessex Water and delivered in the short term (2018 – 2020).

<sup>9</sup> Environment Agency website.

3.20 There are no fundamental issues relating to the other utilities (gas and electricity) that would prevent growth identified in the Local Plan for Yeovil from coming forward. Off-site electrical and gas reinforcement works will be required for the South SUE, and these have been factored in by the developer in their planning application (*Priority 1*).

## Education

3.21 There are currently 11 primary phase schools (including three infants and one junior school) and three secondary schools in Yeovil, but none with a sixth form. Yeovil College provides for post-16 education in the town.

3.22 In order to accommodate Local Plan growth, two new primary schools are required in the short term. One associated with the Lufton Key Site<sup>10</sup>, and another associated with the North East SUE / Wyndham Park site<sup>11</sup> (*Priority 1*) shown on figure 6 below. Two further new primary schools are required in the medium term, one at Brimsmore Key Site (*Priority 1*), and one associated with the South SUE (*Priority 2*).

3.23 Close co-operation between the Council and SCC is required throughout the delivery of the local plan to ensure that the right solutions to additional demands on school places are realised in Yeovil. This will be increasingly important as the Councils collectively move towards a scenario where the funding for school places and new schools become increasingly challenging. The Council and SCC will need to reach clear conclusions as to if and when there is a need to utilise receipts from the Community Infrastructure Levy, or in fact, whether demands can be managed through the existing Section 106 Agreement regime.

3.24 In the longer term, reflecting on trends in pupil numbers passing through primary schools, it is expected that there may be a lack of capacity at the existing secondary schools in Yeovil. The Council and SCC will continue to review secondary provision in Yeovil and will consider all options for increasing capacity. At present, it is likely that this will involve increasing capacity at existing sites before consideration is given to building a new secondary school.

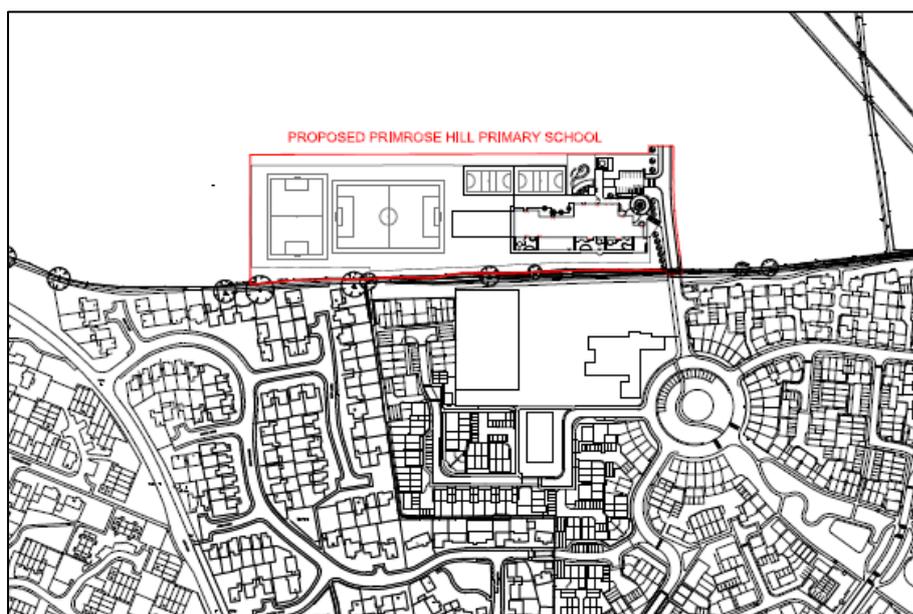
3.25 Yeovil College have confirmed that there is sufficient capacity to accommodate growth proposed in the Local Plan. The College faces a number of opportunities and challenges over the short term, and creating a financially stable College is the main short-term priority for the management board. Higher Education is a priority for Yeovil College and, as the Student Number Control has been removed, this offers significant opportunities for growth in this area.

---

<sup>10</sup> A planning application for this school is due to be submitted in 2016.

<sup>11</sup> A planning application for this school (15/03475/R3C) is currently pending a decision.

**Figure 4: Proposed Primary School at the North East SUE / Wyndham Park**



## Health care

- 3.26 In terms of primary health care, Yeovil has seven GP surgeries, 11 dentists and 12 pharmacies. Yeovil District Hospital delivers general hospital services and secondary (acute care) for South Somerset, as well as parts of Dorset and Mendip district. The Local Plan creates the opportunity for a new health centre in each of the two SUEs, estimated to be delivered in the medium term to long term (*Priority 2*), reflected in the outline planning applications for the SUEs.
- 3.27 Opportunities are being considered for providing integrated health care (e.g. primary care, community care, social services) at Yeovil District Hospital through initiatives such as the ‘Symphony’ project. Facilities at the hospital will be improved through the recent granting of planning permission for a ‘winter ward’ with 24 beds, and a 600 space multi-storey car park.
- 3.28 In addition, NHS England and Somerset CCG are producing a high level Local Estates Strategy which is due to be complete in 2016. This will fully assess existing health care capacity across South Somerset and will be used to inform any future needs. Initial indications suggest that provision in Yeovil will be highlighted as a priority.

## Other infrastructure

- 3.29 New housing generates a need for additional **open space and outdoor play space, sports, community and cultural facilities**; although the timing of this has not been identified as fundamental to the delivery of planned development (*Priority 2 and Priority 3*). Some infrastructure has been identified as part of the overall ‘offer’ within strategic development sites, for example, new community hall at Wyndham Park, a bike park at Birchfield Park (*both Priority 2*) and one new sports ground in the town (*Priority 3*). In addition, there is an aspiration for 40% green space at the SUEs in order to create a high quality urban edge landscape. A specialist strategic sports and recreation facility (Sports Zone) is sought in Yeovil to meet the needs of the whole district, as set out in Local Plan Policy HW2 (*Priority 3*).

- 3.30 Following the announcement in May 2015 by AgustaWestland to close its leisure complex, SSDC has approved to take over the management and operation of the complex. Subject to funding, this will include the refurbishment of Westlands Sports Centre and Entertainment Complex, and provision of a new health and fitness suite, exercise studio, and new cricket and bowls pavilion (*Priority 2*).
- 3.31 In addition, a variety of town centre public realm enhancements (identified in the Yeovil Urban Development Framework) are desirable (*Priority 3*). There are currently large funding gaps for these schemes, and their delivery will be dependent on securing contributions from development (where viable), along with obtaining other funding streams.
- 3.32 The future of Yeovil police station remains uncertain, with the Police Crime Commissioner elections in May 2016 likely to clarify the decision on whether to go ahead and close the facility (*Priority 2*). The long term future of the Yeovil fire station at Reckleford is subject to discussion given financial pressures experienced by the organisation (*Priority 3*). The South Western Ambulance Service NHS Foundation Trust has identified that a new ambulance station is required to replace the current one, although this has seen significant delays from the original target completion date of 2012 (*Priority 3*).
- 3.33 Based upon current available information, there are unlikely to be any abnormal or fundamental constraints or costs relating to **telecommunications, waste and recycling**, or the **emergency services** resulting from development in Yeovil.

# Primary Market Towns

## 4. Chard

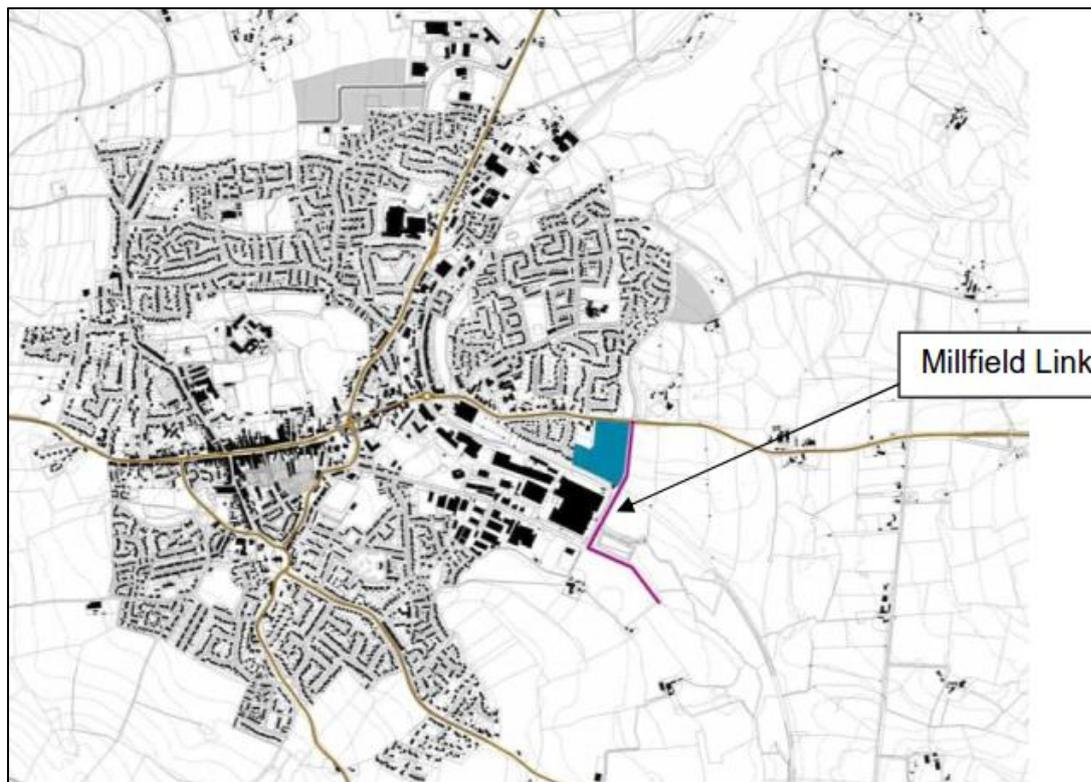
### Overview

- 4.1 Chard is the second largest town in South Somerset and is the subject of a substantial regeneration and growth plan. Development is intended to bring about the regeneration of the town centre, along with large-scale expansion to the east of the town. Regeneration and infrastructure delivery are made more difficult by challenging market conditions and reduced viability of sites. A phased approach is required to directly align growth with investment in infrastructure, supported by efforts to secure external funding from Government or the HoSW LEP. Short-term pressures on transport require intervention; whilst infrastructure that can unlock development sites will be prioritised. A summary of key strategic infrastructure issues is set out below.

### Transport

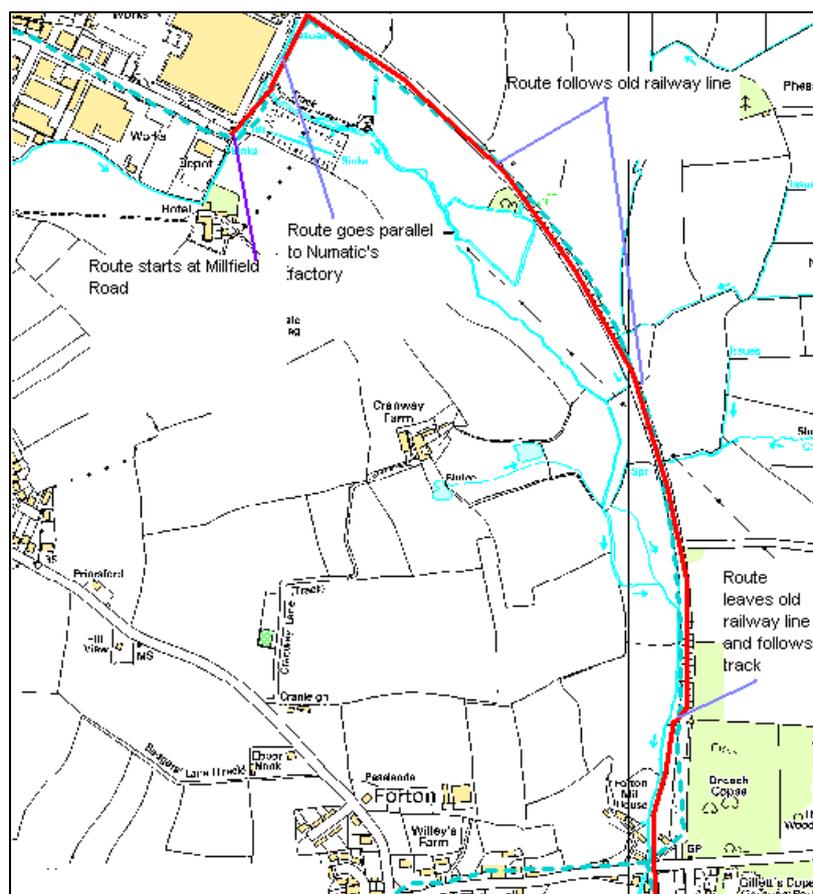
- 4.2 The limited capacity of Chard's central ('Convent Link') junction is a key inhibitor to significant development in the town. The delivery of an alternative 'orbital' road route north to south between the A358 north, A30 and A358 south (through the proposed Chard Strategic Growth Area) is identified to address this issue, to be delivered in phases over the short, medium and long term alongside new development (*Priority 1 and 2*). Although the phased delivery eases the financial burden of building the road, there are still viability issues with delivering some sections of the road. The delivery of the 'Millfield Link' is particularly crucial, and is identified as a major transport scheme in Tranche 2 (2016/17 and 2017/18) of the HoSW LEP Growth Deal submitted to the Government. A funding bid for this link is currently being considered by the HoSW Local Transport Board.

**Figure 5: Indicative location of proposed Millfield Link Road, Chard**



- 4.3 The rail line from London Waterloo to Exeter runs 3 miles to the south of Chard, but the railway station that was located here closed in the 1960s. The potential to re-open Chard Junction station has been considered in the past, but currently remains a financially unviable option to consider. Any reopening would need to be justified by robust evidence, including a business case that meets Network Rail's criteria (Local Plan Policy TA2). However, there is currently a lack of detailed evidence to justify protecting land for this purpose.
- 4.4 Although a bespoke bus service within Chard is unlikely to be commercially viable, there is potential to increase the frequency of services to neighbouring towns and improving bus access within Chard by appropriate routing. In addition, the Local Plan aspires (Policy TA3) to the creation of a sustainable transport interchange in the town, and identifies that contributions will be sought for this solution (*Priority 3*).
- 4.5 Greater permeability for cyclists travelling within and across the town is advocated. The proposal is to link to longer distance routes such as National Cycle Route 33 and the Stop Line Way. Sustrans have proposed to extend the traffic free section of the Stop Line Way from Chard to Tatworth in the medium term, initially following the old railway line (*Priority 2*). However, at present, there is a lack of identified or secured funding for this scheme.

Figure 6: Potential extension of Stop Line Way from Chard to Forton<sup>12</sup>



## Education

4.6 There are currently three primary schools and one secondary school (Holyrood Academy, which includes a 6<sup>th</sup> form) in Chard. The Local Plan makes provision for one additional primary school to accommodate the demand from development in the town before 2028 (located in the Chard Eastern Development Area), and one primary school after 2028 (*both Priority 3*). Although SCC do not have plans for a new primary school in the short term, the implications of the rates of delivery of this planned housing and any additional housing growth on school capacity and education infrastructure will be monitored and managed to ensure arrangements are in place to meet demand and that additional growth does not create capacity issues. Contributions will be sought towards education infrastructure where additional capacity is required and contributions are deemed necessary.

## Utilities

4.7 In terms of water supply and waste water, Wessex Water is upgrading the Chard Spine Main (*Priority 1*) and off-site sewers (*Priority 2*), both in the short to medium term (2015 – 2025). Wessex Water has also indicated a treatment works scheme may be required in the medium term, subject to growth and water quality objectives (*Priority 2*).

<sup>12</sup> The Stop Line Way: Chard to Forton – proposal to deliver a multi user route, Sustrans, June 2010.

## Other infrastructure

- 4.8 New housing generates a need for additional **open space and outdoor play space, sports, community and cultural facilities**; although the achievement of these infrastructure items is not fundamental to delivering planned development (*Priority 2 and Priority 3*). Specific priorities that have been identified through the Chard Regeneration Plan / Chard Eastern Development Area for two new sports grounds and changing facilities (catering to the football and rugby clubs), youth facilities and equipped play areas (*Priority 2*). Opportunities to improve the access to existing assets and therefore maximise their use will also be important in Chard. Overall, the delivery of these infrastructure items will be dependent on securing contributions from development (where viable), along with obtaining other funding streams.
- 4.9 Based upon current available information, development proposed at Chard in the Local Plan is unlikely to result in abnormal or fundamental infrastructure constraints relating to **flood risk and drainage, telecommunications, waste and recycling, health care, or emergency services**.

## 5. Crewkerne

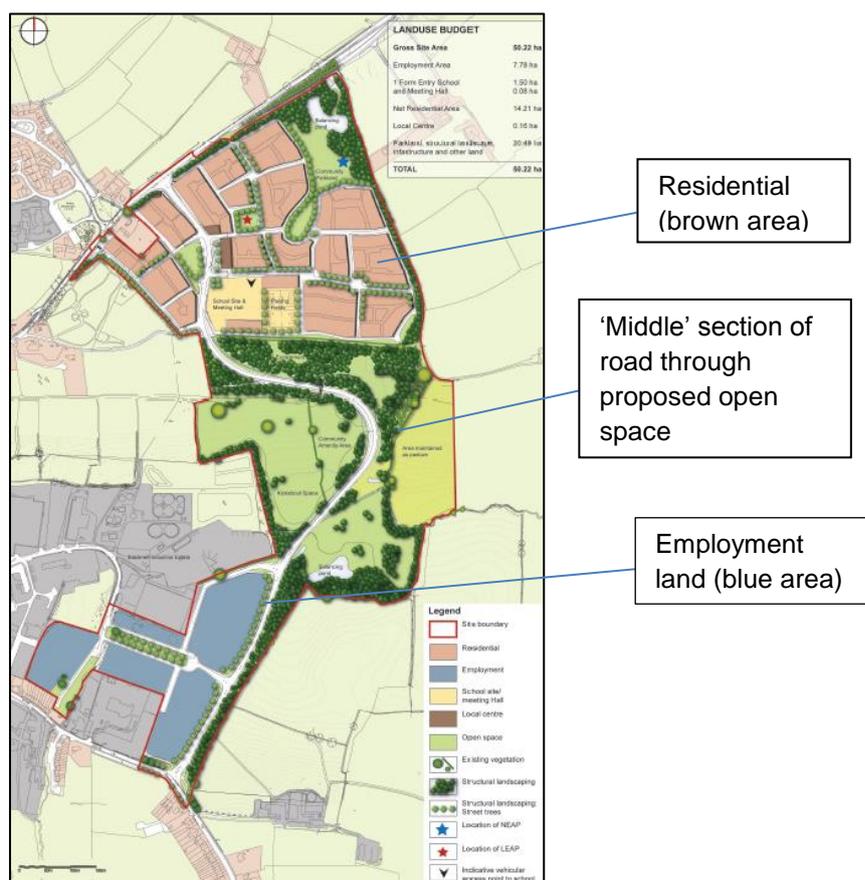
### Overview

- 5.1 Crewkerne is the third largest town in South Somerset whose future is focused on the delivery of one large-scale mixed-use site. Viability issues have threatened the delivery of this scheme, although the necessary infrastructure requirements to support growth have been prioritised and ring-fenced. Short-term pressures on transport require intervention; whilst long term consideration of education provision is needed. A summary of key strategic issues is set out below.

### Transport

- 5.2 There are traffic congestion issues at peak times in the town centre. A significant road scheme is proposed as part of delivering the Crewkerne Key Site. The road will provide a link from the A30 to the A356 in the eastern part of the town, providing an alternative route for vehicles, rather than navigating in and out of the town centre (*Priority 1*). The requirement of the outline planning permission is for the road to be delivered as new housing and employment development progresses through phases. The Council has through discussions with the developer resolved viability issues associated with the site, and the road scheme should be developer funded.

**Figure 7: Illustrative masterplan from outline approval for Crewkerne Key Site<sup>13</sup>**



5.3 Crewkerne railway station is located around a mile outside the town centre, offering an hourly service from London Waterloo to Exeter in each direction. Use of this station has grown by around 50% over the last 10 years. A dynamic passing loop is being considered between Chard Junction and Crewkerne as one of the options to improve the rail network in the area in the medium to long term, although further work is required to justify this investment.

### Flood risk and drainage

5.4 The Environment Agency (EA) maintains several elements of infrastructure around the town, including a trash/security screen at Lyewater and several culverted channels. Localised surface water flooding problems exist in the town, exacerbated by small culverted watercourses, which are prone to blockage or are undersized. Developer-led improvements and/or contributions may be required to improve failing culverts where impacted by new development.

5.5 In the medium term, the EA are seeking to redirect a section of the Viney Brook that is currently culverted into a new open channel at the edge of the Key Site. This would enhance the natural environment of the stream and could remove some of the inherent problems associated with culverts especially during flood flows, and could be achieved through developer funding in delivering Phase Two of the Key Site (*Priority 3*).

<sup>13</sup> An application which replaces some of the employment land with residential use is currently pending a decision – 14/02141/OUT.

## Education

- 5.6 Crewkerne currently has two first schools, one middle school and one upper school (Wadham, which includes a 6<sup>th</sup> form). In the medium to longer term, a new first school will be required to accommodate growth identified in the Local Plan, to be located on the Key Site (*Priority 2*).

## Other infrastructure

- 5.7 New housing does generate a need for additional **open space and outdoor play space, sports, community and cultural facilities**; although the timing of this is not fundamental to delivering development (*Priority 2 and 3*). Particular priorities are new play areas and youth facilities (*Priority 2*). Delivery of this infrastructure will be dependent on securing contributions from development (where viable), along with obtaining other funding streams.
- 5.8 Subject to growth and water quality objectives, Wessex Water may carry out a treatment works scheme at Crewkerne in the medium term (*Priority 2*). Development proposed in the Local Plan at Crewkerne is unlikely to result in abnormal or fundamental infrastructure constraints relating to the **other utilities, flood risk and drainage, telecommunications, waste and recycling, health care, or emergency services**.

# 6. Ilminster

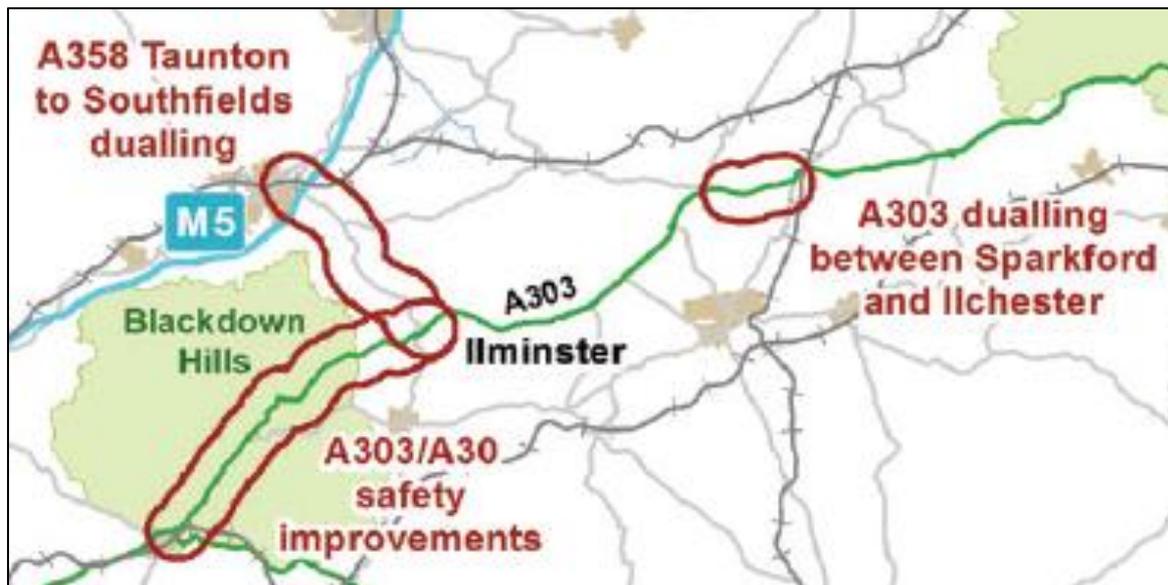
## Overview

- 6.1 Ilminster benefits from its strategic location adjacent to the A303. Planned residential growth is directed mainly to a greenfield site to the south-west of Ilminster and there are also prominent regeneration sites within the town. Ilminster has a significant employment land allocation that requires careful consideration of both highways and flood risk issues in order to be delivered. A summary of key strategic infrastructure issues is set out below.

## Transport

- 6.2 In late 2014, the Government announced plans to dual the A358 from the A303 at Southfields Roundabout to the M5 at Taunton. This scheme, along with proposed improvements to junction 25 of the M5, will significantly enhance road connectivity to the motorway network for Ilminster and the surrounding area. The dualling scheme is expected to cost £100m – £250m, with construction proposed to start by 2019/20.

**Figure 8: Map extract from the Governments' Road Investment Strategy**



- 6.3 The Local Plan employment allocation for land off Station Road requires significant works to accommodate highway access to the site, as well as improvements on Southfields Roundabout. This infrastructure work is fundamental to the delivery of this site, and should occur in the short term to allow development to occur (*Priority 1*). This should be funded by the developer.

### **Flood risk and drainage**

- 6.4 An area of fluvial flood risk associated with the River Isle is to the west of Ilminster. There is an EA maintained flood alleviation scheme upstream of Hort Bridge, consisting of a raised embankment and flood wall. There are localised flooding problems in the town, exacerbated by small culverted watercourses which are prone to blockage or are undersized.
- 6.5 A flood risk alleviation scheme has been agreed through the planning application for employment at land off Station Road, which will see the existing flood defences being improved, along with new defences. Like the highways works, this scheme is fundamental to delivering the site and should be delivered in the short term, funded by the developer (*Priority 1*).
- 6.6 In addition, a feasibility study into surface water flooding at Ilminster will be carried out in 2015/16.

### **Education**

- 6.7 Ilminster has a first school (Greenfylde) and a middle school (Swanmead). An additional 30 places were brought into use at Greenfylde First School in September 2014 increasing the school's capacity to 380. SSDC and SCC are considering the potential impacts of additional housing over and above the local plan figures, and will continue to assess appropriate management solutions if and when the capacity at the school(s) may be exceeded.

## Other infrastructure

- 6.8 New housing does generate a need for additional **open space and outdoor play space, sports, community and cultural facilities**; although the timing of this is not fundamental to delivering development (*Priority 2 and 3*). Priorities at Ilminster are sports ground enhancements and equipped play areas (*Priority 2*). Delivery of this infrastructure will be dependent on securing contributions from development (where viable), along with obtaining other funding streams.
- 6.9 Wessex Water may carry out a treatment works scheme in the medium term, subject to growth and water quality objectives; although they have indicated there is a reduced probability of works being required at Ilminster (*Priority 2*).<sup>14</sup>
- 6.10 With regards to **emergency services**, there is an intended project to extend the fire station, with plans to incorporate the police (*Priority 2*). This was originally identified to be completed and open in autumn 2015, but the timetable has slipped and is now expected in 2016.
- 6.11 Based upon current available information, development proposed in the Local Plan at Ilminster is unlikely to result in abnormal or fundamental infrastructure constraints relating to the **other utilities, telecommunications, waste and recycling**, and other **emergency services**.

## 7. Wincanton

### Overview

- 7.1 Wincanton has delivered a substantial amount of housing development in recent years, with commensurate levels of infrastructure. In the short term growth is likely to be small-scale. An early review of the South Somerset Local Plan will focus on the future housing and employment needs for Wincanton and will identify subsequent infrastructure requirements. A summary of key strategic issues is set out below.

### Education

- 7.2 Wincanton has two primary schools and one secondary school, although this does not have a 6<sup>th</sup> form. The extension of Wincanton Primary School from a current capacity of 330 pupils to 420 in the short term (by September 2017) will meet the demand for additional school places (*Priority 1*). SSDC and SCC are considering the potential impacts of additional housing over and above the Local Plan figure, and will continue to assess appropriate solutions if and when capacity at the school is exceeded further.

### Health Care

- 7.3 There are concerns over the provision and retention of GPs within health care facilities across Somerset. It is forecast that Somerset may experience retirement rates of up to 50% of its existing GP workforce over the next five years.
- 7.4 This issue is likely to be more pressing in Wincanton where patient numbers are already high, and are increasing (albeit by a modest amount). Proportionately the

---

<sup>14</sup> Although Wessex Water have indicated a reduced probability of works being necessary at Ilminster.

number of patients per “whole-time equivalent” GP is substantially higher in Wincanton than the average level in South Somerset and Somerset. Confirmation on how the Somerset Clinical Commissioning Group (CCG) intends to tackle this issue as part of its wider objective to stabilise, improve, but also change the way in which primary care is delivered, will be documented in the Local Estates Strategy being prepared by the CCG and NHS England (*Priority 2*).

## **Other infrastructure**

- 7.5 New housing does generate a need for additional **open space and outdoor play space, sports, community and cultural facilities**; although the timing of this is not fundamental to delivering development (*Priority 3*). A priority in Wincanton is expanding the equipped play area at Cale Park (*Priority 2*). Delivery of this infrastructure will be dependent on securing contributions from development (where viable), along with obtaining other funding streams.
- 7.6 Wessex Water may carry out a treatment works scheme at Wincanton in the medium term, subject to growth and water quality objectives (*Priority 2*).
- 7.7 Based upon current available information, development proposed in the Local Plan for Wincanton is unlikely to result in abnormal or fundamental infrastructure constraints relating to **transport, flood risk and drainage, utilities, telecommunications, waste and recycling, and emergency services**.

# Local Market Towns

## 8. Ansford/Castle Cary

### Overview

- 8.1 Ansford / Castle Cary is well served by road and rail transport connections and continues to be a thriving market town where planned development is expected to be delivered in the short-medium term on the back of favourable market conditions. Securing the delivery of necessary infrastructure provision will be required to ensure the vitality and viability of the market town is secured for the long term. A summary of key strategic issues at the settlement is set out below.

### Transport

- 8.2 The Local Plan (policy LMT1) expects a road to be provided between Station Road and Torbay Road, in developing the direction of growth for the settlement (*Priority 1*). A proposal has been approved for development that includes this road,<sup>15</sup> which should be delivered in the medium term, funded by the developer.
- 8.3 Ansford/Castle Cary benefits from having a railway station, although it is located just to the north of the settlement which presents challenges in accessing the station by sustainable travel modes. The line provides a fast service to London Paddington and Exeter, as well as north to south links to Bristol and Weymouth. The station is located just to the north of the settlement which presents challenges in accessing the station by sustainable travel modes. It is the most used railway station in South Somerset, with 245,000 passenger entries and exits in 2014/15. Great Western Railway (GWR) as the train operating company have stated that the station car park is currently operating at capacity, which they consider is choking off demand for new passengers. GWR are investigating options to extend the car park in the short term, and are seeking funding contributions for this (*Priority 2*).

### Education

- 8.4 Ansford/Castle Cary has one primary school and one secondary school, albeit with no sixth form provision. There is capacity within Castle Cary Primary School to meet the initial demand from development. A feasibility study may need to be commissioned to see if further expansion is possible at this school. SCC is considering options for the provision of additional accommodation in Ansford/Castle Cary in the longer term, following the granting of approval in October 2015 for two sites equating to 240 dwellings (one of which includes provision of a site for a new primary school if required – *Priority 3*). SSDC and SCC are considering the potential impacts of additional housing over and above the local plan figures, and will continue to assess appropriate solutions if and when capacity at the school is exceeded.

---

<sup>15</sup> Application 15/02347/OUT.

## Health

- 8.5 Millbrook Practice in Castle Cary has experienced a substantial increase in patient numbers since late 2014. Given the relatively low number of “whole-time equivalent” GPs at the practice, this gives rise to a high ratio of number of patients per GP, greater than both the South Somerset and Somerset average level. The practice has secured funding to improve the overall space standards within the facility, which should improve the quality of provision. Confirmation on how the Somerset CCG intends to tackle the issue of rising GP-to-patient ratios as part of its wider objective to stabilise, improve, but also change the way in which primary care is delivered, will be documented in the Local Estates Strategy being prepared by the CCG and NHS England (*Priority 2*).

## Other infrastructure

- 8.6 New housing generates a need for additional **open space and outdoor play space, sports, community and cultural facilities**; although the timing of this is not fundamental to delivering development (*Priority 2 and 3*). It is acknowledged that there has been local investment for youth activities in the town, but as there are currently no “formal” youth facilities in the town, (e.g. skate park or multi-use games area), the provision of these has been identified as a short term requirement (*Priority 2*). Delivery of this infrastructure will be dependent on securing contributions from development (where viable), along with obtaining other funding streams.
- 8.7 With regards to **utilities**, for wastewater and sewerage there may be some medium to long term issues associated with the scale of growth envisaged at the smaller market towns, especially if growth above that identified in the Local Plan occurs. Wessex Water have completed a scheme to improve capacity at Castle Cary Sewage Treatment Works.
- 8.8 A proposal has been approved (June 2015) for a Waste Transfer Station (WTS) at Dimmer. The waste that is currently landfilled at Dimmer would be diverted to the WTS where it will be bulked up for export to treatment/processing facilities to recover energy from the waste. This will divert much of the residual municipal waste produced in South Somerset away from landfill (although treatment of this waste would not occur in Somerset as it will be transported to facilities in Oxfordshire and Avonmouth).
- 8.9 Based upon current available information, development proposed in the Local Plan for Ansford/Castle Cary is unlikely to result in abnormal or fundamental infrastructure constraints relating to the **other utilities, flood risk and drainage, telecommunications, waste and recycling, and emergency services**.

## 9. Langport/Huish Episcopi

### Overview

- 9.1 Langport / Huish Episcopi provides a valuable service centre role for a wide hinterland to the north / north-west of the district and in adjoining districts. Connectivity via the A378 to the A358/M5 ensures Langport continues to offer opportunities for both smaller scale residential and economic-led development. Proximity to watercourses

and the River Parrett mean flood risk is a major constraint. A summary of key strategic issues is set out below.

## Flood risk and drainage

- 9.2 Being located on the banks of the River Parrett, fluvial flooding is a significant risk for parts of Langport/Huish Episcopi. Existing flood risk infrastructure includes a flood alleviation scheme at Cocklemoor consisting of a flood embankment. Flood embankments and walls are also present along the River Parrett upstream and downstream of the town. There are Environment Agency pumping stations at Huish Episcopi and Westover, and a local authority maintained culvert under Whatley car park.
- 9.3 There have been numerous incidents of disruption caused by flooding at Westover Trading Estate. Residential properties have also flooded in the past, for example in Wagg Drove, Ducks Hill and Bow Street. There have also been instances of flooding on the highway in various locations.
- 9.4 Planning permission exists for further employment development at Westover Trading Estate, which incorporates raising the level of parts of the estate road by up to 0.8m. This should ensure that the proposed development does not suffer from flooding, and will also help protect some of the other businesses on the estate. This infrastructure scheme to raise the road should be delivered in the short term, funded by the developer, to allow the employment development to proceed (*Priority 1*). An embankment scheme that would protect the entire trading estate has previously been considered by the Environment Agency – although it was not carried forward at the time, it remains a potential opportunity to explore in the future and would provide a more comprehensive solution to flooding problems at the estate (*Priority 3*).

**Figure 9: Photo of River Parrett adjacent to Westover Trading Estate, Langport**



- 9.5 The Environment Agency is carrying out asset improvements on both banks of the River Parrett at Langport/Huish Episcopi. Other flood defences in the town may

require raising in the future, depending upon the location and floor levels of future development. In addition, draft Environment Agency policy suggests investigating a potential flow capacity improvement through Bow Bridge in order to reduce flood risk to Langport and villages upstream.

## Education

- 9.6 Langport/Huish Episcopi has one primary school and one secondary school (Huish Episcopi Academy, which has a 6<sup>th</sup> form). Somerset County Council advise that there is sufficient capacity to accommodate the housing growth proposed through the Local Plan, although additional growth may require contributions being sought for education places in the future.

## Utilities

- 9.7 With regards to utilities, for wastewater and sewerage there may be some medium to long term issues associated with the scale of growth envisaged at the smaller market towns, especially if growth above that identified in the Local Plan occurs. Wessex Water have completed a capacity scheme at Langport Sewage Treatment Works. Further work may be required, subject to trade effluent flows at the STW (*Priority 2*).

## Other infrastructure

- 9.8 New housing generates a need for additional **open space and outdoor play space, sports, community and cultural facilities**; although the timing of this is not fundamental to delivering development (*Priority 2 and 3*). Specific priorities at the settlement include covering the existing community swimming pool, new changing rooms at the Memorial Playing Fields, and equipped play areas (*Priority 2*). Delivery of this infrastructure will be dependent on securing contributions from development (where viable), along with obtaining other funding streams. The Local Plan (policy LMT2) requires open space or other appropriate measures to mitigate the impact upon the designated Somerset Levels and Moors (*Priority 2*).
- 9.9 Based upon current available information, development proposed in the Local Plan for Langport/Huish Episcopi is unlikely to result in abnormal or fundamental infrastructure constraints relating to the **other utilities, transport, telecommunications, waste and recycling, health care, and emergency services**. As previously stated, the relevant service providers are preparing capacity studies for education and health care, which may highlight issues at Langport/Huish Episcopi in due course.

# 10. Somerton

## Overview

- 10.1 Somerton has a long history as an important market town that serves a rural setting in the north of the district and beyond in adjoining authorities. There are a range of small shops that meet the day-to-day needs of local residents. Other key services include a library, doctor's surgery, banks, and an infant and junior school. Road connections to the town are only via minor 'B' roads, although it is only a 10 minute drive to access the strategic road network on the A303.

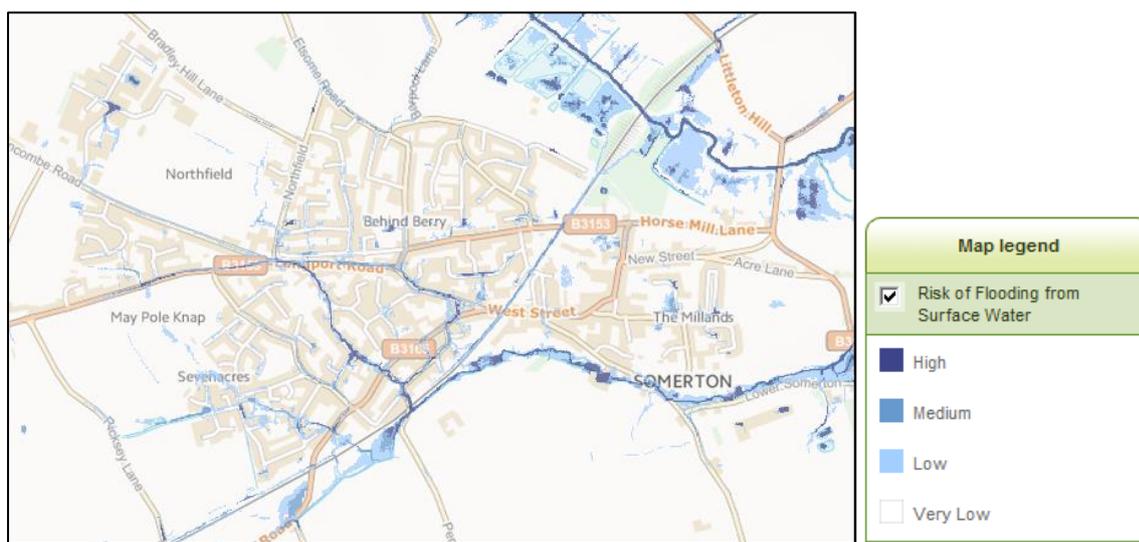
## Transport

10.2 The Local Plan housing allocation at Northfield Farm requires new junction arrangements to access the site on Bancombe Road and Langport Road (*Priority 1*). This benefits from an approved planning application, and should be delivered by the developer when bringing the site forward.

## Flood risk and drainage

10.3 **Flood risk and drainage** is an important consideration for Somerton. In particular, surface water flooding has been identified as an issue at the town, and a Surface Water Management Plan for Somerton to inform future development and drainage works will be prepared in 2015-17.

**Figure 10: Risk of flooding from surface water in Somerton<sup>16</sup>**



## Other infrastructure

10.4 New housing will generate a need for additional **open space and outdoor play space, sports, community and cultural facilities**; although the timing of this is not fundamental to delivering development (*Priority 3*). New changing rooms to support pitch provision are a priority, as is the playing pitch that should be provided in the direction of growth (*Priority 2*). Delivery of this infrastructure will be dependent on securing contributions from development and other funding streams.

10.5 For **wastewater and sewerage utilities** there may be some medium-long term issues with the scale of growth at the smaller market towns, especially if it is above that in the Local Plan. However, no specific issue has been identified for Somerton.

10.6 Based upon current available information, development proposed in the Local Plan for Somerton is unlikely to result in abnormal or fundamental infrastructure constraints relating to **telecommunications, waste and recycling, education, health care, and emergency services**. As previously stated, the relevant service providers are preparing capacity studies for education and health care, which may highlight issues at Somerton in due course.

<sup>16</sup> Environment Agency website.

# Rural Centres and Rural Settlements

## 11. Rural Centres

### Overview

11.1 The Rural Centres in South Somerset are: Bruton, Ilchester, Martock, Milborne Port, South Petherton, and Stoke sub Hamdon. Whilst identified for only small-scale growth, the role and function of these settlements, allied with their high quality of life and quality of place means that they remain sought after locations for residential and employment-led development. A summary of key strategic issues is set out below.

### Flood risk and drainage

- 11.2 At **Bruton**, there has been extensive property flooding in the past, as well as on the A359, related to the River Brue and surface water flooding. Under capacity of the land and urban drainage systems to manage direct run-off from the surrounding steep slopes has led to surface water flooding. Bruton Dam provides a 1 in a 100 year standard of protection to properties in the settlement, and the Combe Brook bypass culvert also reduces flood risk to a number of properties in the West End area. Funding is already committed to improve surface water drainage at Cuckoo Hill, and the Environment Agency is planning to undertake reservoir improvements by April 2016. The EA suggests further studies to assess the Bruton flood alleviation scheme and to develop a surface water management scheme; as well as the preparation of a flood emergency plan for the settlement. Flood defences at Bruton may need to be raised in the future to provide an increased standard of protection, funded through development.
- 11.3 Fluvial flooding from the River Yeo is a key risk at **Ilchester**, with surface water flooding also being an issue at Ilchester Meads. There has been flooding on the highway on the A37 and nearby on the A303. Flood risk infrastructure includes embankments and raised channel banks on the River Yeo and flood walls. Additional height may be required on the embankment that runs alongside the River Yeo to help protect the settlement in the future, funded through future development as appropriate.
- 11.4 In **Martock**, there are flooding issues where the River Parrett travels through the settlement. There are localised problems, exacerbated by small culverted watercourses which are prone to blockage or are undersized – the culverted watercourses that run through the settlement are described by Somerset County Council as being at capacity. There have been property flooding incidents at Foldhill Lane and Long Load Road, and flooding on the highway at various locations but particularly at Stoke Road. The flood alleviation scheme at Martock includes a 300m flood embankment, throttle structures, widened channel, and walls. If development is proposed on the **eastern edge of Martock** then existing culverts should be upgraded, funded through developer contributions. Flood defences may need to be raised in the future, depending on the location and floor levels of future development.

A minor scheme to improve the inlet to Foldhill Lane culvert is being carried out by SCC.

- 11.5 There are some localised problems in **South Petherton**, exacerbated by small culverted watercourses which are prone to blockage or are undersized. There is an EA maintained raised embankment and culvert downstream of Hele Lane ford. Flood defences may need to be raised in the future at South Petherton to provide an increased standard of protection, funded through developer contributions as appropriate.

## Utilities

- 11.6 Short term issues associated with a lack of electricity capacity have been identified in **Martock, South Petherton, and Stoke-sub-Hamdon**. These can be resolved through local reinforcement, paid for by developers.
- 11.7 Subject to growth and water quality objectives, Wessex Water may carry out treatment works schemes at **Milborne Port** and **South Petherton**<sup>17</sup> in the medium term (*Priority 2*); although Wessex Water have indicated there is a reduced probability of works being necessary at South Petherton. For wastewater and sewerage there may be some medium to long term issues associated with the scale of growth envisaged at the smaller market towns, especially if growth above that identified in the Local Plan occurs.

## Education

- 11.8 The latest SCC published forecasts (2015) suggest there is sufficient capacity to accommodate the housing growth proposed through the Local Plan at the Rural Centres, although this will be subject to ongoing monitoring. As previously stated, SCC intend to prepare an infrastructure capacity study for education, to be published in 2016.

## Health care

- 11.9 NHS England and Somerset Clinical Commissioning Group (CCG) recognise the requirement for improved GP facilities in **Bruton**, and have committed funding for a business case and feasibility study to be commissioned regarding future options for GP provision in the settlement.<sup>18</sup>
- 11.10 A development of 150 dwellings at **Ilchester**, broadly consistent with the scale of growth in the Local Plan for the settlement, has recently been approved. There is no Doctor capacity to accept more patients, the practice is operating out of less space than advocated in business case guidance, and there is little or no capacity to expand the current site. Given these factors, a new site and premises are required. Therefore, developer contributions are being obtained towards a new GP surgery and NHS England and Somerset CCG have committed funding for a business case and feasibility study regarding future options for GP provision in Ilchester.

---

<sup>17</sup> Although Wessex Water have indicated a reduced probability of works being necessary at South Petherton.

<sup>18</sup> At the time of writing, a planning application (15/03363/OUT) for a new health centre in Bruton is pending a decision.

11.11 The forthcoming work by NHS England and Somerset CCG will fully assess existing health care capacity across the other Rural Centres in South Somerset, and inform any future infrastructure requirements.

### **Other infrastructure**

11.12 New housing will generate a need for additional **open space and outdoor play space, sports, community and cultural facilities**; although the timing of this is not fundamental to delivering development (*Priority 2 and 3*). Equipped play areas at Bruton, Ilchester, Martock and Stoke-sub-hamdon are particular priorities (*Priority 2*). Delivery of this infrastructure will be dependent on securing contributions from development (where viable), along with obtaining other funding streams. Improvements to Blake Hall, South Petherton are also sought (*Priority 2*).

11.13 Based upon current available information, development proposed in the Local Plan for Rural Centres is unlikely to result in abnormal or fundamental infrastructure constraints relating to **transport, telecommunications, waste and recycling, emergency services**.

## **12. Rural Settlements**

### **Overview**

12.1 Rural Settlements are the smallest villages and hamlets in the district, rural in character, where development is uncommon and usually in the form of individual housing schemes or small clusters of dwellings. Characterised by a high quality of life and rural tranquillity, locations can suffer from being isolated and having fragmented services and limited facilities. A summary of key strategic issues is set out below.

### **Flood risk and drainage**

12.2 Where possible, the localised problems exacerbated by small culverted watercourses which are prone to blockage at **Donyatt** and **Ilton** should be addressed; as well as the complex fluvial and surface water flooding problems identified at **Queen Camel** and **West Camel** – the Environment Agency are carrying out improvements to the flood alleviation scheme to address the issues at West Camel.

### **Education**

12.3 Countess Gytha Primary School in **Queen Camel** is being replaced by a new school in the village, which will increase the capacity to 180 places (38 higher than the current school). Construction has started on the new school, which is due to open in 2016.

12.4 As previously stated, SCC are preparing a study which may highlight further issues at the Rural Settlements, to be published in 2016.

### **Health care**

12.5 The forthcoming work by NHS England and Somerset CCG will fully assess existing health care capacity across Rural Settlements in South Somerset, and inform any future infrastructure requirements.

## Other infrastructure

- 12.6 New housing will generate a need for additional **open space and outdoor play space, sports, community and cultural facilities**; although the timing of this is not fundamental to delivering development (*Priority 2 and 3*). New or enhanced community halls are sought at Barwick, West Coker, Kingsbury Episcopi (see following paragraph), Tintinhull, Forton, Galhampton and Sutton Montis (*Priority 2*). Other priorities include youth facilities at Horton and Ilton; and improvements to sports facilities at East Coker, West Coker and Curry Rivel (*Priority 2*).
- 12.7 Delivery of this infrastructure will be dependent on securing contributions from development (where viable), along with obtaining other funding streams. One recent example of seeking other funding is at Kingsbury Episcopi, where the parish council have successfully obtained nearly £800,000 from The Big Lottery fund to help deliver a new community hall.
- 12.8 With regards to utilities infrastructure, Wessex Water may carry out treatment works schemes at some of the Rural Settlements, subject to growth and water quality objectives; and local gas and/or electricity reinforcements may be required, to be determined on a site-by-site basis.
- 12.9 There is a lack of superfast broadband connectivity in some rural areas, and the Connecting Devon and Somerset programme continues to roll out superfast broadband, with a particular focus on reaching these rural areas – this should ensure at least 90% of premises have superfast broadband by the end of 2016, rising to 95% by the end of 2017. Mobile telecommunications coverage is also acknowledged as lacking in some areas (known as ‘not spots’), and the LEP is funding some technical feasibility work to address this issue.
- 12.10 Overall, based upon current available information, development proposed in the Local Plan for Rural Settlements is unlikely to result in abnormal or fundamental infrastructure constraints relating to **transport, utilities, telecommunications, waste and recycling**, and **emergency services**.

## 13. Delivery and Funding

13.1 The IDP is a 'live' document, and it will be important to liaise with others to ensure that the identified infrastructure projects set out for South Somerset are known and understood by external organisations. Equally, infrastructure providers' changing roles and requirements will need to be continually factored in to expectations for infrastructure delivery in South Somerset.

13.2 The indicative costs of each infrastructure type in the current version of the IDP is summarised in Table 3. This documents the total funding required, the current funding secured, and the current funding gap for each infrastructure type.

**Table 3: Indicative costs of Infrastructure projects and funding**

Infrastructure type	Current cost of identified Infrastructure projects	Identified funding <sup>19</sup>	Funding gap
Transport	£57.4m <sup>20</sup>	£44.9m	£12.5m
Flood risk and drainage	£0.93m	£0.49m	£0.44m
Utilities	£6.77m <sup>21</sup>	£6.77m	£0
Telecommunications	£0	£0	£0
Waste and recycling	£0	£0	£0
Education	£45m	£35m	£10m
Health care	To be confirmed	To be confirmed	To be confirmed
Emergency services	£0.35m	£0.35m	£0
Open Space and Outdoor Play Space	£37.3m	£4.2m	£33.1m
Sports, Community and Cultural facilities	£57.9m	£1.8m	£56.1m
Yeovil public realm projects	£8.27m	£0.3m	£7.97m
<b>TOTAL COSTS</b>	<b>£214m</b>	<b>£89.8m</b>	<b>£124.1m</b>

13.3 The current funding context for seeking to deliver improvements to existing and new infrastructure is severely constrained. Those infrastructure providers linked to Government departmental budgets are expected to continue to experience overall reductions in available expenditure throughout the parliamentary period (up to 2020).

13.4 Faced with these short-to-medium term financial constraints, there is a clear perspective that existing infrastructure assets will be maximised before new infrastructure is provided. Furthermore, in justifying the case for new infrastructure it will be paramount to have demonstrable evidence that new projects are truly required, and, perhaps more importantly, can be delivered. Where external funding for projects may be available it will continue to be within a highly restricted and competitive 'bidding' environment.

<sup>19</sup> This includes funding that has already been obtained or committed via formal agreement, or anticipated via the Government, developer contributions or statutory organisations.

<sup>20</sup> Not including costs associated with the proposals for the A303 and A358 in the Governments' Road Investment Strategy, which total £800m for schemes within or partly within South Somerset.

<sup>21</sup> A minimum figure, as some projects have yet to be costed.

- 13.5 Against this background it will be important to realise that not all the infrastructure identified will be funded and not all will be delivered. This reinforces the need for a process of prioritisation. In addition, it will be increasingly the case that infrastructure provision is distinguished by that which is:
- provided directly by statutory undertakers as a matter of course, under their legal obligations and statutory functions;
  - wholly funded by developers/landowners as part of mitigating the impacts of a development;
  - part or wholly funded by external organisations, usually through a ‘business case’ or funding bid having been submitted and accepted (e.g. Heart of the South West Local Enterprise Partnership or Sport England); and
  - funded through a combination of sources, including developer finance, Local Authority funds, Community Infrastructure Levy, and bids to external funding partners (e.g. Heart of the South West Local Enterprise Partnership).
- 13.6 The role of South Somerset District Council within the context of infrastructure delivery is changing, and will continue to do so as funding remains scarce. The Council’s ability to gather and spend funds could become pivotal to realising a scheme which, without intervention, would not be achieved. The Council has already prioritised a series of investments as part of its “Investing in Infrastructure” programme, aimed at balancing the demands of planned housing and economic growth through the complementary funding of infrastructural improvements both on-site and off-site. Over time, as governance arrangements change (e.g. joining with other Local Authority, or a successful HoSW Devolution proposal), it is likely that this will be just one of a series of mechanisms that the Council will have to use to help overcome the uncertainties in terms of funding necessary infrastructure.
- 13.7 At a more site-specific level, under current legislation the use of Section 106 Agreements as a mechanism to realise infrastructure investment is likely to reduce. At the same time, the Council is pursuing a Community Infrastructure Levy (CIL), which is intended to part fund the delivery of required infrastructure. It is not expected that CIL will pay for the entirety of the identified infrastructure, but may be used as part of the overall funding mix as set out in the options discussed in section 13.5. The Council is working with statutory providers, the development industry and local communities to articulate how this may work, and to discuss potential governance arrangements associated with the use of CIL money so that they are clear and precise, and can be used to best effect.
- 13.8 Meanwhile, the Council will continue to present its priority infrastructure requirements to sources of external funding, for example, through bids to the HoSW LEP’s Growth Deal and Local Transport Board in order to make a persuasive case that infrastructure is needed to support growth and regeneration.

## 14. Conclusion

- 14.1 This report has highlighted a number of important infrastructure issues that should be addressed in delivering new development across the South Somerset. Several settlements have infrastructure requirements that are fundamental to the delivery of development in the Local Plan.
- 14.2 Those infrastructure elements identified as *Priority 1* relate to:
- **transport** and **flood risk** infrastructure at Yeovil, Chard, Crewkerne, Ilminster, Ansford/Castle Cary, Langport/Huish Episcopi, and Somerton; and
  - **education facilities** at Yeovil and Wincanton (in the short term), as well as **utilities upgrades** in Yeovil and Chard.
- 14.3 In most instances this fundamental infrastructure is to be funded and delivered by developers whilst completing housing and economic development. Some infrastructure projects have benefitted from successful funding bids to help supplement developer contributions (e.g. Yeovil Western Corridor).
- 14.4 However, there are funding gaps for some infrastructure, especially in the medium to long term. This includes some of the road infrastructure necessary to deliver the Chard Eastern Development Area.
- 14.5 The Council is also aware of viability issues that are impeding the delivery of development and associated infrastructure - such as flood defences stemming from the build out of employment land at Ilminster; and highways infrastructure associated with the Crewkerne Key Site. Where there are such issues, the Council will work with the developer to resolve viability issues and identify potential funding opportunities so as to ensure that the delivery of development occurs in tandem with the delivery of necessary infrastructure.
- 14.6 Further work is being undertaken by the relevant infrastructure providers for education and health care. Given the 'live' nature of the IDP, when this latest information emerges later in 2016, the Council will look to provide a minor update on the findings.
- 14.7 Additional open space and community facilities should be provided alongside new housing; although the timing of this is not fundamental to delivering development. Delivery of this infrastructure will be dependent on securing contributions from development (where viable), along with obtaining other funding streams.