



Swindon Borough Council

# New Eastern Villages Planning Obligations Supplementary Planning Document

October 2016



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## **1. Introduction**

- 1.1 Following the adoption of the Swindon Borough Local Plan 2026 (the Local Plan) in March 2015, it has become necessary to produce the New Eastern Villages (NEV) Planning Obligations Supplementary Planning Document (SPD) to provide more detailed advice and guidance on the relevant policies in the Local Plan, particularly Policies IN1 (Infrastructure Provision), SD3 (Development Management), NC3 (New Eastern Villages) and RA3 (South Marston).
- 1.2 Policy NC3 of the Local Plan identifies the NEV as a strategic allocation to deliver about 8,000 new dwellings, 40 hectares employment, new secondary school and primary schools, retail, health and community facilities.
- 1.3 The NEV development area is the largest allocation within the Local Plan, covering 724 hectares of land.
- 1.4 The NEV is a strategic allocation in the Local Plan, and comprises a comprehensive development area with interrelated villages that are dependent on the timely delivery of on and off-site infrastructure. The NEV requires a substantial package of critical infrastructure not only to mitigate the impact of the development and support the new community, but also to unlock land within it for development.
- 1.5 Currently, the development is progressing through a number of separate outline planning applications submitted by individual landowners, strategic land promoters and developers. The submission of numerous applications presents a challenge when seeking to secure the funding and land for the shared infrastructure that is required for the comprehensive development of the NEV. In addition, it is important to ensure the wider NEV is unlocked for development where this is reliant on access over third party land.
- 1.6 The Council requires a holistic approach to the securing and provision of necessary shared infrastructure for the NEV development, and to ensure infrastructure is delivered in the right place at the right time.
- 1.7 The NEV development shall be delivered in broad accordance with the Inset Diagram (Figure 11 of Local Plan, Policy NC3) as further explained by the revised Masterplan at Appendix A ('the Masterplan'). It is expected that the Masterplan will evolve as development proposals are brought forward and detailed site investigations undertaken.

### Purpose

- 1.8 Policy NC3 requires a comprehensive approach for dealing with the development of the NEV, including the provision of infrastructure necessary to create a sustainable development as required by the National Planning Policy Framework (NPPF).

- 1.9 The SPD details the principles established by Policy NC3, in particular, to secure the provision and implementation of necessary infrastructure and key transport objectives whilst maximising opportunities for regeneration and other benefits within the wider community.
- 1.10 To this end, the SPD sets out Swindon Borough Council's approach to securing by planning obligations the infrastructure required as a consequence of development in the NEV. The approach detailed in the SPD seeks to achieve the effective delivery of infrastructure to enable sustainable growth in the NEV to ensure the right infrastructure is delivered in the right place, at the right time and by the most appropriate method.
- 1.11 The SPD includes the following:
- The Masterplan (Appendix A)
  - NEV IDP (An extract of the Infrastructure Delivery Plan (IDP) for the NEV) (Appendix B)
  - A suite of village proformas and infrastructure requirements (Appendix C);
- 1.12 The SPD provides a robust framework for securing the delivery of necessary infrastructure generated by development schemes in the NEV. It will assist developers, landowners and other stakeholders in understanding the necessary infrastructure to support development proposals in the NEV, and the context of achieving comprehensive development across the whole NEV. The SPD explains the Council's adopted policy basis for seeking contributions for infrastructure requirements for the NEV; the basis for apportioning the cost of strategic / shared infrastructure items (where appropriate); and, the mechanisms to secure infrastructure delivery.
- 1.13 Once adopted, the SPD will be a material consideration in the determination of planning applications for all development proposals within the NEV site boundary as shown on the Masterplan.
- 1.14 The infrastructure requirements are underpinned by the policies of the Local Plan, and the supporting evidence base documents including the Infrastructure Delivery Plan (IDP).
- 1.15 The SPD relates to the infrastructure required for the delivery of about 8,000 dwellings, as specified in Policy NC3. However, in the event that the number of dwellings exceeds 8,000, there will be a need to consider any additional infrastructure requirements arising, and include these in the NEV IDP.

NEV IDP (Infrastructure Delivery Plan as relates to the NEV)

- 1.16 The Local Plan is supported by the IDP. The IDP identifies the necessary infrastructure to support Swindon's growth, and serves as the 'backbone' to the Local Plan. In the absence of a fully comprehensive and evidence

based IDP, the Local Plan would not have been found sound by the Inspector at the examination in public (EiP).

- 1.17 The infrastructure requirements to enable and support development at the NEV are identified and underpinned by the Local Plan and the IDP. An extract of the IDP as it relates to the NEV (“NEV IDP”) is included at **Appendix B**.
- 1.18 The Council acknowledges that the costs of items of infrastructure are likely to change from time to time. The Council will therefore implement a review mechanism – the details of which are set out at section 5 of this SPD.

## **2. Statutory and Planning Policy Context**

### Community Infrastructure Levy (CIL) and Planning Obligations

- 2.1 The Council implemented CIL charging under its first adopted CIL Charging Schedule on 6<sup>th</sup> April 2015. The Regulation 123 List adopted alongside the CIL Charging Schedule does not apply to Swindon New Communities, which includes the NEV.
- 2.2 The Council's approach to delivery of infrastructure in the NEV through the use of planning obligations is in line with the relevant legal and policy requirements. Regulation 122 of the Community Infrastructure Levy Regulations 2010 (the CIL Regulations) set out the statutory tests for securing s106 planning obligations:
- Necessary to make the development acceptable in planning terms;
  - Directly related to the development;
  - Fairly and reasonably related in scale and in kind to the development.
- 2.3 This SPD has been prepared in line with the Regulation 122 requirements relevant at the time of its adoption. The contributions that will be sought by means of planning obligation from each development are directly, fairly and reasonably related to the impact caused by the development, and these contributions are reasonably required to make the development acceptable in planning terms.
- 2.4 In addition, under Regulation 123, the Council will take into consideration the impact of the s106 pooling restriction for planning obligations current at the time of the SPD adoption, when negotiating contributions to be secured by planning obligations. In line with the comprehensive approach required by policy as far as development in the NEV is concerned, the Council will seek from landowners / developers a consortium approach to entering into s106 planning obligations for the purpose of securing equitably and fairly the delivery of infrastructure which is necessary in order for development to go ahead.
- 2.5 Throughout the lifetime of the SPD it will continue to be applied in accordance with any legislative and/or regulatory requirements that supersede or replace those specified above.
- 2.6 The statutory basis for entering into a deed of planning obligations is set out in Section 106 of the Town and Country Planning Act 1990 (as amended). Essentially, the Council will use Section 106 planning obligations to secure funding for the delivery of infrastructure; to safeguard land for infrastructure delivery; to safeguard access to land for infrastructure delivery; to control the direct delivery of infrastructure where it is appropriate to do so; and to control the future use of land and access to it once that infrastructure has been delivered, as appropriate.

### Section 106 Agreement

- 2.7 The Council will secure Section 106 planning obligations in a manner that will ensure a comprehensive development of the NEV, and a timely delivery of the infrastructure required in the NEV, in line with the comprehensive development approach required for the NEV under policy NC3. The method of apportioning the costs of the infrastructure is based on the principle of a fair, equitable and proportionate sharing of the costs amongst land owners and developers, based on number of units of development in the NEV and their impact.
- 2.8 As the NEV will no doubt be delivered under multiple outline permissions, it is important that land owners and developers understand how the total cost of the NEV infrastructure mitigation and policy requirement costs will be apportioned.
- 2.9 An example of the apportionment formula for strategic transport i.e. White Hart Junction; A420 Gable Cross & Police Station Access; West of A419 Mitigation Package; Great Stall Bridge; and Southern Connector Road (part of NEV IDP at Appendix B ) is set out below:

*For applications including residential units:*

*(Total Cost of Strategic Transport Package – secured S106 receipts prior to July 2016) = £ Cost per unit. Cost per Unit X Total No. of residential units in the proposed scheme = £pro-rata*  
*8,000 residential units*

- 2.10 The Council will seek to enter into a framework Section 106 agreement with the main NEV landowners, as this is considered to be the best means of ensuring parity of contribution across the NEV and accords with the statutory tests for planning obligations. A framework s106 Agreement will:
- Capture all development parcels within the NEV to ensure a fair and equitable distribution of the necessary planning obligations and the effective delivery and maintenance of the required infrastructure.
  - Ensure that the triggers for infrastructure delivery are reasonable so as to not jeopardise the viability of development proposals within the NEV; but at the same time not compromise the timely delivery of infrastructure.
  - Provide an effective mechanism for securing the land required for infrastructure within the NEV development area. This will provide certainty that land will be safeguarded for a specific purpose and guarantee access across land at nil cost to facilitate the delivery of infrastructure that spans two or more different land ownerships and it will also provide access to multiple development parcels. This agreement is critical in assisting developers in ensuring that their schemes form part of a wider comprehensive strategic development

and ensure that it is made available and accessible for its intended purpose in a timely manner.

- 2.11 Where the Council is unable to enter into a framework section 106 agreement with the main landowners, it may require multiple landowners / developers to enter into a joint s106 agreement where appropriate; for example where it is in the interest of all parties concerned to do so in order to ensure a fair and equitable apportioning of the responsibilities for delivery of infrastructure required as a result of their development proposals and the timely delivery of the infrastructure.
- 2.12 Where appropriate, the Council will also enter into separate section 106 agreements with individual land owners/developers.

#### Equalisation

- 2.13 Where appropriate, land owners will need to agree an equalisation mechanism amongst themselves to ensure a fair apportioning of the burden of providing infrastructure for the NEV development. If agreement cannot be reached between land owners on the details of an equalisation mechanism, the Council will work with land owners to agree an equalisation procedure at the cost of the land owners.

#### Planning Conditions

- 2.14 Where it is appropriate to do so, the Council will secure necessary infrastructure by means of planning condition and works-in-kind.

#### Section 278 (Highways) Agreement

- 2.15 Where necessary, the Council will require developers to enter into a section 278 agreement (Highways Act 1980) to fully pay or make contributions towards the carrying out of works to the highway impacted by their development schemes. In some cases, a developer may be required to carry out the works in lieu of payment.

#### National Planning Policy Framework (NPPF)

- 2.16 Under the National Planning Policy Framework (NPPF), there is a requirement to deliver sustainable development. This SPD will assist the Council in achieving this key National Policy requirement. The NPPF in paragraph 153 states that:

*“Supplementary planning documents should be used where they can help applicants make successful applications or aid infrastructure delivery, and should not be used to add unnecessarily to the financial burdens on development”.*

- 2.17 In paragraphs 173-177, the NPPF places great weight on the need for development to be viable and deliverable. The sites and scale of development identified within a Local Plan should not be subject to such a scale of



obligation and policy burdens that their ability to be developed viably is threatened. The costs of requirements likely to be applied to development, such as affordable housing, infrastructure contributions or other requirements considered alongside the normal costs should provide competitive returns to a willing land owner and developer to enable the development to be deliverable.

- 2.18 This SPD is considered to meet the stated objectives of the NPPF. It seeks contributions for delivery of necessary infrastructure in a manner that is equitable and fair to all the landowners/developers in the NEV, without undermining the viability and deliverability of development schemes.

Swindon Borough Local Plan 2026 (Adopted March 2015)

- 2.19 The Local Plan, sets out the level of housing, employment and other development needs up to 2026, where this should be located, and the infrastructure required enabling this development to take place. This includes the identification of a number of strategic allocations at the 'new communities', including the NEV, to ensure the planned growth needs are met, and where required, the approach to the framework to secure the delivery of infrastructure requirements to ensure sustainable development is achieved.

- 2.20 The Local Plan must be read as a whole when considering development proposals at the NEV. For ease of reference, there are specific planning policies that support the delivery of the NEV. These are detailed below:

Policy NC3 - The New Eastern Villages - including Rowborough and South Marston Village Expansion

- 2.21 Local Plan Policy NC3 details the development requirements at the NEV including Rowborough and South Marston Village Expansion. The policy will ensure sustainable, well designed places are created to the east of Swindon in the form of distinct villages with their own separate identities integrating with each other, and the existing urban area.

Policy RA3 - South Marston

- 2.22 Alongside Policy NC3, Policy RA3 sets out the approach to delivering development at South Marston, including as part of the NEV. The policy will ensure the expansion of South Marston creates an integrated village with a distinct rural and separate identity from Swindon and other settlements.

Policy SD3 - Managing Development

- 2.23 Local Plan Policy SD3 details how the Council will take a positive approach to applying the presumption in favour of sustainable development in the Borough. The policy states that for all the significant development areas, management strategies will be agreed to secure the long term maintenance of infrastructure prior to development, and a tariff or model agreement will be developed to ensure timely delivery of infrastructure, maintenance and mitigation and fair and equitable contributions to support infrastructure delivery.

- 2.24 As stated below, paragraph (d) of the policy allows the Council to put forward a tariff style s106 agreement for Strategic Allocations such as the NEV to ensure timely delivery of infrastructure, maintenance and mitigation, and fair and equitable contributions between phases.

*d. “For the Strategic Allocations a tariff or model legal agreement will be developed to ensure timely delivery of infrastructure, maintenance and mitigation and fair and equitable contributions between phases.”*

#### Policy IN1 - Infrastructure Provision

- 2.25 Local Plan Policy IN1 sets out the overarching policy for ensuring development makes a positive contribution to sustainable growth, through the delivery of appropriate infrastructure in a timely manner. It states all development, within the context of economic viability, will:

- make provision to meet the cost of new infrastructure made necessary by the development;
- mitigate the impact of development on existing infrastructure;
- provide for the on-going maintenance of infrastructure delivered as a result of development, where appropriate;
- contribute to the delivery of strategic infrastructure to address cumulative impacts; and
- contribute to initiatives to increase the effectiveness and efficiency of infrastructure.

- 2.26 In addition to this, there are other Local Plan policies that support the delivery of specific items of infrastructure, a summary of which are provided below (for further information, please refer to the Local Plan 2026).

- Policy HA2: Affordable Housing. This policy requires all development of 15 homes or more or on sites larger than 0.5 hectares, to deliver a target of 30% affordable homes on site, or where demonstrated, a proportion can be delivered off site, subject to economic viability assessment. Under policy RA3 this requirement is reduced to 20% for South Marston expansion only.
- Policy EN1: Green Infrastructure Network. This policy requires development to provide and design green infrastructure to integrate with existing corridors to maximise its connections and functions, and ensure the sustainable maintenance and management of it.
- Policy EN2: Community Forest. This policy requires development to ensure a net increase in tree cover, create or enhance habitats for biodiversity, and ensure access to local woodlands and opportunities for communities and businesses.

- Policy EN3: Open Space. This policy requires residential development to provide or contribute towards open space in line with the Local Plan open space standards. Residential development of 25 dwellings or more should provide open space on site.
- Policy TR1: Sustainable Transport Networks. This policy seeks to reduce the need to travel, and support and encourage the sustainable, safe and efficient movement of people and goods within and through the Borough.
- Policy TR2: Transport and Development. This policy seeks to ensure new development is located and designed to reduce the need to travel and to encourage the use of sustainable transport alternatives. To assess and mitigate the impact of development and to promote sustainable travel choices, planning applications should be accompanied by a Transport Assessment, a Transport Statement and a Travel Plan.

### The Masterplan

- 2.27 The Masterplan is in conformity with the Local Plan (Figure 11 – New Eastern Villages Inset Diagram). The Masterplan does not allocate the use of land but provides further explanation in accordance with Policy NC3 and Figure 11 of the Local Plan. As part of the SPD, it will serve as a material consideration in the consideration and determination of planning applications for development in the NEV. Development proposals will be required to be supported by more detailed information and plans that are in conformity with the Masterplan.
- 2.28 As informed by the Local Plan, the Masterplan broadly sets out the form of development and identifies the infrastructure requirements to facilitate the delivery of development in a timely and coordinated way. It also seeks to enable the preparation of design codes (and/or framework plans) to be submitted at the detailed design stage including reserved matters applications.
- 2.29 The preparation of a Masterplan for a development as large and complex as the NEV is necessarily an iterative process. However, any update of the Masterplan will only occur where it is considered necessary. Further analysis of key planning issues in the NEV include (but are not limited to):
- the resolution of possible land contamination in part of Rowborough;
  - a strategy for sports pitches provision across the NEV;
  - the evolution of a design strategy for the District Centre; and
  - emerging land promoter proposals for Great Stall East and Foxbridge.

### Phasing

- 2.30 The indicative delivery areas detailed in the Local Plan helps to identify the Council's preferred approach to the phasing of the housing and the related infrastructure to support the new communities at the NEV.

- 2.31 If planning applications are submitted in advance of the preferred phasing, the onus will be on the relevant developer(s) and/or interested parties to deliver the appropriate level of infrastructure to support the new community until such time the delivery of other development parcels / villages come forward.

### **3 NEV - Infrastructure Requirements**

- 3.1 The infrastructure and facilities required to enable and support the NEV are identified and underpinned by the Local Plan, including the Infrastructure Delivery Plan. Following public consultation, there is a revised version of the Infrastructure Delivery Plan (IDP) in relation to the NEV and forms part of this SPD. The revisions made are addressed in the accompanying Statement of Consultation.
- 3.2 The following are some of the factors that inform the determination of the infrastructure requirements for the NEV:
- Where facilities and services will be located;
  - Recommended catchments for each of the identified facilities / services;
  - The infrastructure required both on-site and off-site for the NEV allocation as a whole, and specific developable parcel areas;
  - Consideration to strategic and local infrastructure items;
  - When each infrastructure item should be delivered; and
  - Who should contribute to the delivery of the identified infrastructure.
- 3.3 The NEV IDP provides information on the most up-to-date and available costs of the NEV infrastructure. The cost of delivery will become clearer and fixed, in circumstances where the projects move forward to final design and procurement stage. For this reason, with respect to the strategic infrastructure items, a circumstance could occur where the cost of delivery could reduce compared with the value that was used to calculate the proportionate contribution at the time the s106 planning obligation was entered into.
- 3.4 On this basis, the Council proposes to incorporate an appropriate clause into the legal agreement to provide a mechanism for review post project completion that would provide for an opportunity to reassess the proportionate value that reflects the actual project cost. In the event that this is lower than that already paid or to be paid, contributions in respect of these items will be re-calculated and where appropriate, repayments or a reduction in the contribution will be applied.

#### External Funding

- 3.5 Where funding is to be provided by external bodies for the provision of infrastructure, there will be a provision in the legal agreement between the Council and the landowner/developer providing a mechanism to off-set or pay back the correct proportion of the contribution paid by the landowner/developer towards the same infrastructure as appropriate. It may not be possible to assess this until all the relevant infrastructure has been delivered and comprehensive final costs of delivery are known.
- 3.6 Where forward funding has taken place in order to ensure the early provision of infrastructure, the Council will secure section 106 contributions retrospectively with the grant of planning permissions post-dating the

provision of such infrastructure so as to reimburse the forward funder(s) of the infrastructure.

### Compulsory Purchase

- 3.7 Where necessary and where it is satisfied that other reasonable avenues have been exhausted, the Council will use its compulsory acquisition powers to acquire land that is required for the timely delivery of necessary infrastructure and/or to unlock development parcels.

### Planning Obligations and Infrastructure Delivery

- 3.8 In line with Local Plan policy, development proposals must be supported by infrastructure which will:
- a) Enable the development of the NEV to take place by securing:
    - necessary, and relevant financial contributions towards shared infrastructure;
    - direct delivery of on and off-site infrastructure, by planning obligation or other appropriate mechanism;
    - the land required for strategic and shared infrastructure;
    - release access across third party land; and
    - control of the future use of land and as appropriate, public access to it.
  - b) Ensure that development proposals are acceptable and deliver sustainable growth.
  - c) Mitigate the impact of the development, including site-specific requirements that have already been identified, or may only become apparent during the review of submitted information as part of determination of an application.
  - d) Be delivered through the primary mechanism of a planning obligation(s), however this will not prejudice the opportunity for other mechanisms to be used where it is more appropriate and justifiable to do so e.g. by means of planning condition.

### On and Off-Site infrastructure

- 3.9 The infrastructure required to support the NEV will be required to be delivered both within the boundary of the NEV allocation (on-site), and outside of the NEV boundary (off-site). In addition, there will be a requirement for some of the shared infrastructure to be located within a specific planning application boundary (on-site) or elsewhere but within the NEV allocation (off-site). For this reason, the terms on-site and off-site infrastructure become interchangeable between the boundary of the wider NEV and individual application site area boundaries within it. More detail is set out in the village proformas, and the infrastructure requirements are valid and relevant in the context of the strategic allocation and CIL Regulations.
- 3.10 To ensure that the new communities at the NEV benefit from easy access to local services and facilities, it is imperative that the identified infrastructure



items for each of the villages is delivered in an effective and timely way. This is in addition to the need for the timely contribution towards the wider more strategic shared infrastructure necessary to support the development.

- 3.11 On-site infrastructure will include both strategic (shared) infrastructure required to support the NEV as a whole, and local (shared) infrastructure and, in addition 'local' items i.e. site-specific infrastructure items identified for each village or shared between villages. It may not be possible to cost all the items of site-specific infrastructure, and much of this will need to be managed directly at the developers cost.
- 3.12 A list of the infrastructure requirements, also referred to as a 'pro forma' has been prepared for each village within the NEV. The suite of village proformas can be found at **Appendix C**. These serve to identify the infrastructure items required at each village in a clear and succinct way.
- 3.13 It is likely that some on-site infrastructure delivery will be front-loaded (for example, strategic transport interventions, enabling road access to and release of land for education purposes; secondary, primary and early years), whilst other infrastructure items will be delivered in a phased manner to ensure that provision takes place alongside each phase of residential development and accompanying occupations; for example, local centres, formal play facilities and open space creation to support sustainable growth.
- 3.14 A comprehensive list of the infrastructure requirements, strategic and local required both on-site and off-site can be found in the NEV IDP (at Appendix B). In line with Regulation 122 tests, the costs of providing infrastructure will be apportioned fairly across the NEV development.
- 3.15 In addition to the provision of Affordable Housing, Table 1 below provides a summary of the infrastructure requirements in accord with Policy NC3 and the Masterplan.

**Table 1: Summary of Infrastructure Requirements**

<b>Project Title</b>
White Hart Junction Improvements
Great Stall Bridge (formerly known as The Green Bridge)
A420 Highway Improvements
West of A419 Highway Works
Southern Connector Road (SCR)
Express Bus Network (Rapid Transit)
Park & Ride at the NEV

<b>Project Title</b>
Bus Service Provision
Highway links between development islands
New link across the railway at footpath 5
New Eastern Villages Framework Travel Plan (Residential element)
<u>New Eastern Villages Learning Campus including:</u> <ul style="list-style-type: none"> <li>• 10FE Secondary School (including 16-18 provision); and</li> <li>• 2FE Primary School (1)</li> </ul>
Expansion of South Marston Primary School
New Eastern Villages Primary School (2)
New Eastern Villages Primary School (3)
New Eastern Villages Primary School (4)
New Eastern Villages Primary School (5)
New Eastern Villages Primary School (6)
New Eastern Villages District Centre Community Centre
New Eastern Villages Health Facilities
Provision of Library services
New Eastern Villages Community Hub at Rowborough
New Eastern Villages Community Hub at South Marston
New Eastern Villages Community Hub Lotmead
New Eastern Villages Community Hub Foxbridge
New Eastern Villages Community Hub Redlands
New Eastern Villages Leisure Sports Facility
Public Art projects
Ambulance (2 standby points)

<b>Project Title</b>
Adult Social Care
New Eastern Villages District Heating Network
Household Waste Recycling Provision
On-site dwelling house waste provision (wheelie bins / recycling boxes)
Nature Reserve
Major Open Space (design, construction and maintenance)
Local Open Space (design, construction and maintenance)
Local Outdoor Sports 'Hub' Facilities
Allotments
Great Western Community Forest (GWCF)
Archaeology

## **4 Viability**

- 4.1 The Council has carried out an independent Financial Viability Assessment (FVA) in respect of the costs of infrastructure required as part of the NEV development. The FVA has been carried out on the basis of excluding any external grant funding expected through the Local Growth Fund and Department for Transport (DfT), as this has not yet been formally approved. Should this funding ultimately be approved and paid to the Council, a retrospective adjustment to S106 calculations will be made in favour of the developer (as set out in paragraph 3.5). The section 106 agreement will contain the necessary provisions in this regard.
- 4.2 The FVA demonstrates that NEV is broadly deliverable with the required level of contributions to the costs of infrastructure as set out in this SPD, subject to assumptions around site specific costs, such as ground works etc. Therefore, in principle, the Council does not expect developers to challenge the viability of their proposed schemes. However, where a developer considers that the planning obligations required would render a development proposal unviable, the Council will require the developer to submit well in advance of the determination of the planning application a full FVA, signed by an appropriately qualified and independent financial professional. In order for the Council to consider a developer's viability argument, the developer will be expected to share information supporting their position on an open book basis. The following information will be required:
- Site or building acquisition cost and existing use value,
  - Construction costs and programme,
  - Fees and other on costs,
  - Projected sale prices of dwellings,
  - Gross and net margin,
  - Other costs and receipts,
  - Other relevant information dependent on the nature of the obligation(s).
- 4.3 The FVA submitted by a developer will be carefully reviewed by the Council's appointed chartered surveyor or suitably qualified and financial professional. The costs of this will be borne by the developer. The information concerning FVA will be kept confidential, unless the Council is otherwise advised by the developer or directed by the Information Commissioner.

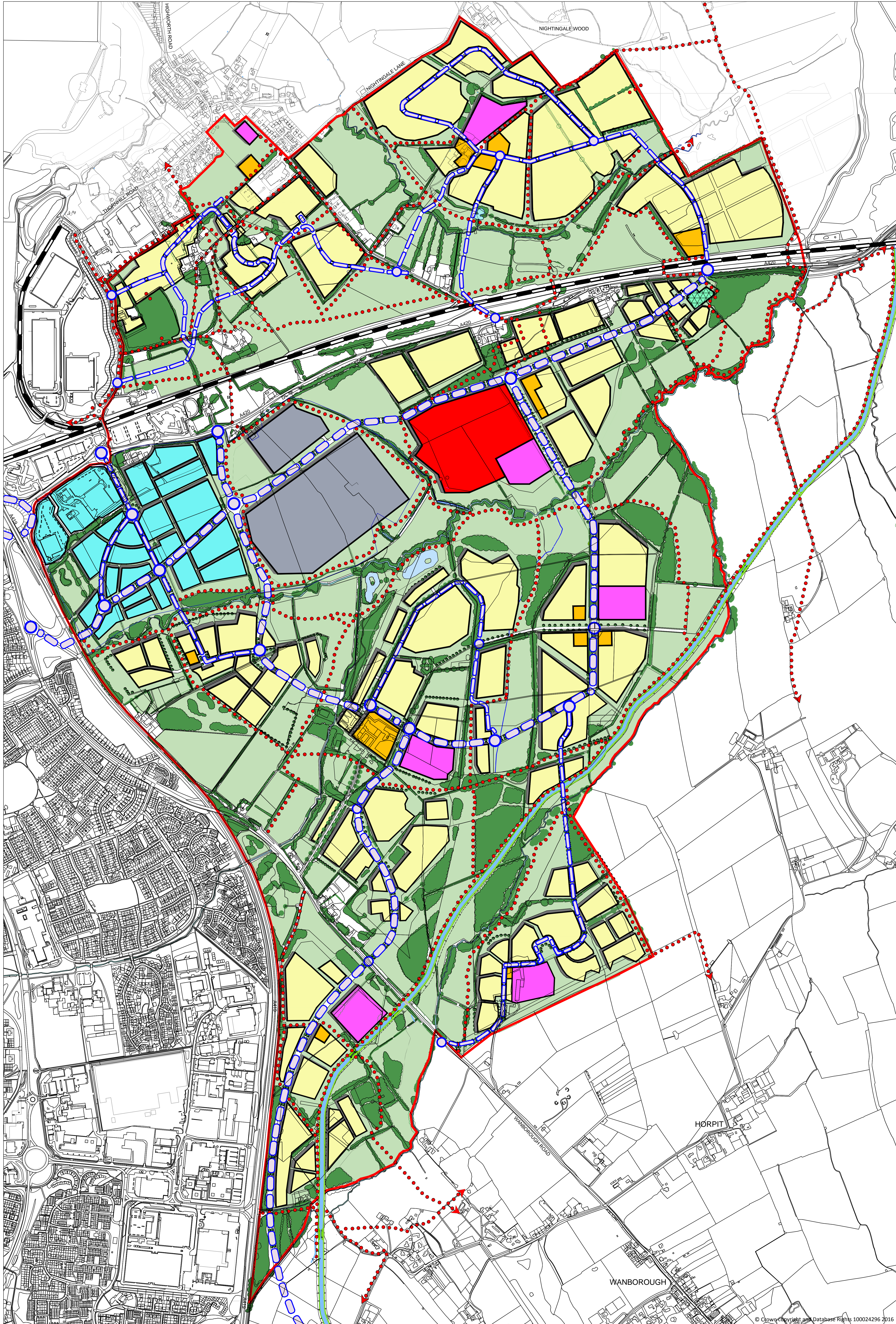
## **5. NEV IDP Review and Payment Management**

- 5.1 The NEV IDP being a Local Development Document (LDD) is subject to a flexible regime of review. The Council will therefore carry out an annual review of the NEV IDP, subject to public consultation. Where new or updated information becomes available which relates to the delivery of infrastructure at the NEV, the Council will make amendments to the NEV IDP and the level of contribution on this basis following an annual review process which will be subject to public consultation. The Council will commit to an annual review of the NEV IDP costs and publish an updated appendix of costs annually that will remain fixed for the next 12-month period. In addition, the NEV IDP infrastructure costs are index linked using the BCIS All-in Tender Price Index (or if this ceases to exist the Retail Price Index) with those values updated. Where the actual cost of individual projects changes, those actual costs will be used instead. In addition, to maintain the real value of payments due to the Council over time, contributions will be index linked in the section 106 agreement to maintain equivalent. This will be based on the BCIS All-In Tender Price Index to index from date of agreement to date of payment. This will ensure that contributions payable to the Council reflect the actual current costs of infrastructure.
- 5.2 The Council has established a comprehensive system for monitoring the progress of legal agreements. This will ensure that the management and implementation of all agreements is undertaken in a consistent and transparent manner, and is closely linked to service area objectives.
- 5.3 Compliance with the planning obligations contained in section 106 agreements remains the responsibility of the landowner or their chosen development representative(s). The Council's section 106 Project Management Team provides separate proactive monitoring of agreements for compliance to assist in ensuring that obligations are met in a timely manner by all parties. This requires the sharing of information by developers as to occupation levels. The Council will seek to secure an obligation that commits developers to quarterly updates, providing updated information on occupations in order for the cumulative impact of housing occupations across the NEV to be assessed thus ensuring proper determination of the appropriate triggers for the delivery of infrastructure.


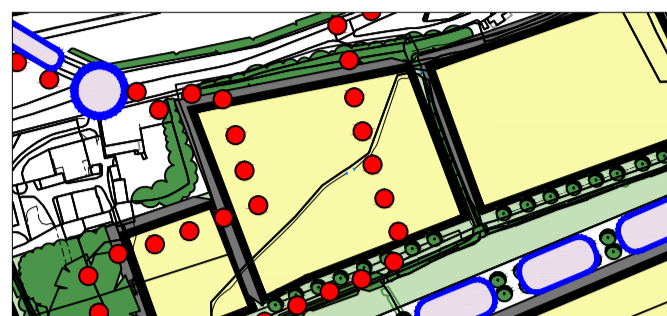
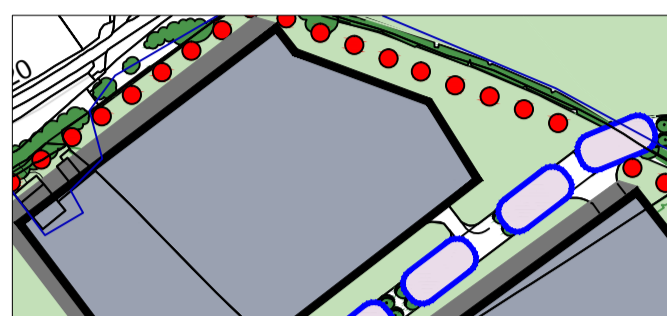
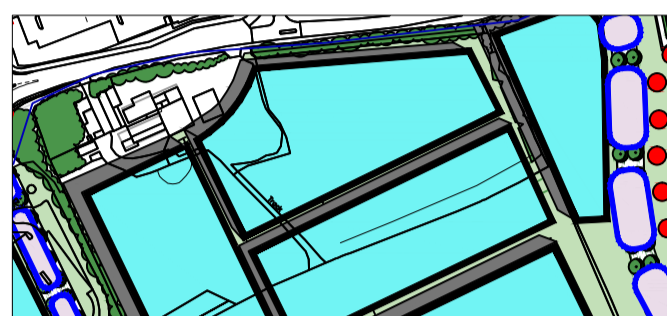
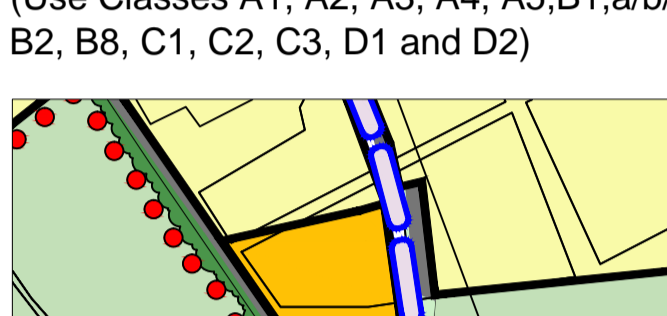
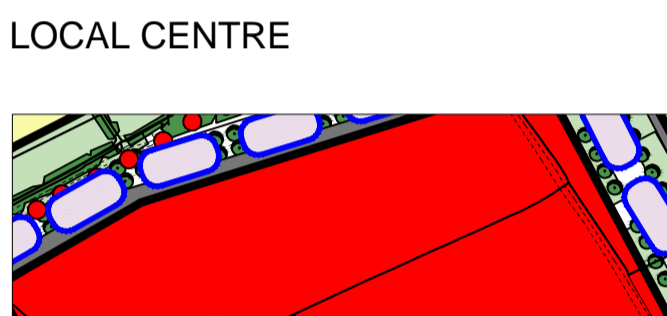
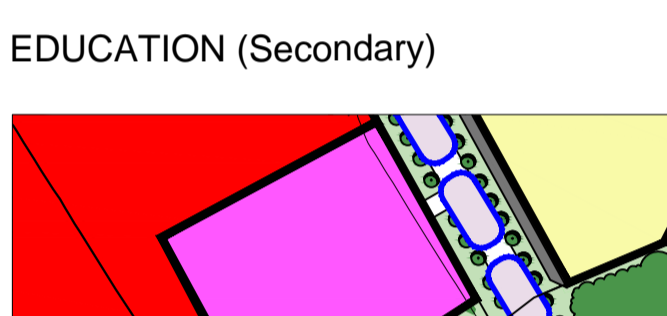
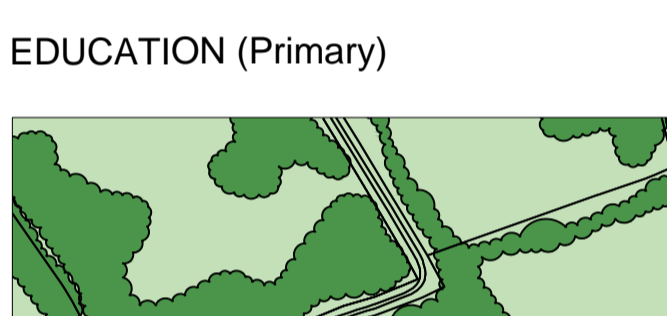
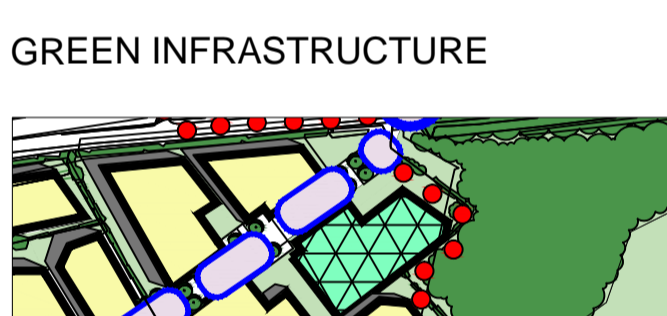
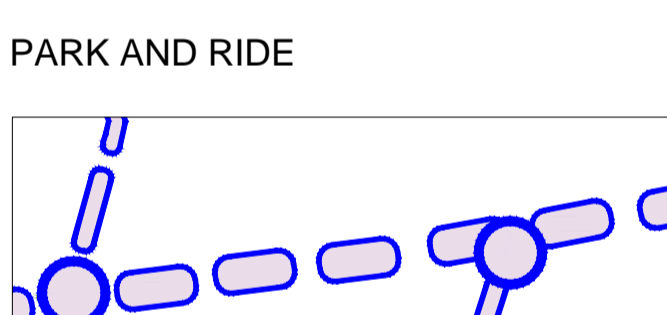
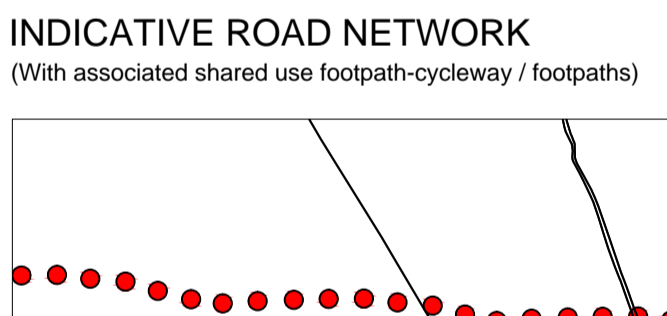





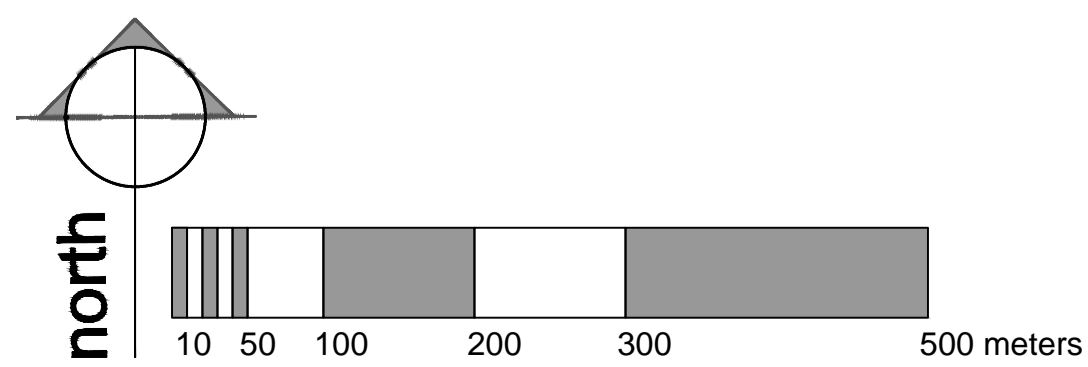
# Appendix A: NEW EASTERN VILLAGES

# The Masterplan



## LEGEND

-  DEVELOPMENT BOUNDARY (SBLP 2026 POLICY NC3)
-  RESIDENTIAL
-  EMPLOYMENT (Use Classes B2 B8)
-  DISTRICT CENTRE (Use Classes A1, A2, A3, A4, A5, B1, a/b/c, B2, B8, C1, C2, C3, D1 and D2)
-  LOCAL CENTRE
-  EDUCATION (Secondary)
-  EDUCATION (Primary)
-  GREEN INFRASTRUCTURE
-  PARK AND RIDE
-  INDICATIVE ROAD NETWORK (With associated shared use footpath-cycleway / footpaths)
-  INDICATIVE STRATEGIC RIGHTS OF WAY AND AMENITY FOOTPATH/ CYCLEWAY (Existing and Proposed)
-  IMPROVEMENT TO WHITE HART JUNCTION
-  GREAT STALL BRIDGE
-  CANAL SAFEGUARDED ALIGNMENT



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RICHARD BELL  
HEAD OF PLANNING, REGULATORY SERVICES AND HERITAGE

THE MASTERPLAN

Drawing No.: NEV/MP/OCTOBER 2016



**Appendix B: Infrastructure Delivery Plan - New Eastern Villages**

Project Title	Project Description	Primary Local Plan Policy Reference	Estimated Capital Cost (£)	Infrastructure Type	Location	Evidence Source/Cost Source	Funding Arrangements	Project Status	Dependency to Deliver New Eastern Villages
<b>TRANSPORT AND MOVEMENT: Strategic Transport Package</b>									
White Hart Junction Improvements	Delivery of a high quality junction improvement to provide segregation of the local and strategic road networks and improve public realm - through a Signalised Roundabout.	NC3: New Eastern Villages	28,718,000	Strategically shared	Offsite	Swindon Eastern Villages Transport Study (JMP, 2011), and subsequent design review (Ch2M Hill).	Developer/ S106 and Local Growth Fund	Outline preliminary designs for improvements have been undertaken.	The development at the New Eastern Villages and existing east Swindon community are dependent on this scheme. This scheme is critical to ensure there is capacity on the transport network to enable housing and economic growth.
Great Stall Bridge (formerly known as The Green Bridge)	New link across A419 to facilitate public transport, walking and cycling to integrate the new District Centre with the existing communities in East Swindon.	NC3: New Eastern Villages	15,334,000	Strategically shared	Onsite and Offsite	Swindon Eastern Villages Transport Study (JMP, 2011), and subsequent design review (Ch2M Hill).	Developer/ S106/Local Growth Fund	Outline preliminary designs for scheme have been undertaken.	The development at the New Eastern Villages and existing east Swindon community are dependent on this scheme. This scheme is critical to ensure there is capacity on the transport network to enable housing and economic growth.
A420 Highway Improvements	A420 junction improvements Gable Cross Roundabout and Police Station Access to mitigate growth to the east of Swindon.	NC3: New Eastern Villages	4,975,000	Strategically shared	Offsite	Swindon Eastern Villages Transport Study (JMP, 2011) and subsequent design review (Ch2M Hill).	Developer/ S106 and Local Growth Fund	Outline preliminary designs for improvements have been undertaken. Detailed designs for specific junctions have been submitted with outline planning applications. Applications are currently under consideration.	The development at the New Eastern Villages and existing east Swindon community are dependent on these schemes. The schemes are critical to ensure there is capacity on the transport network to enable housing and economic growth.

Project Title	Project Description	Primary Local Plan Policy Reference	Estimated Capital Cost (£)	Infrastructure Type	Location	Evidence Source/Cost Source	Funding Arrangements	Project Status	Dependency to Deliver New Eastern Villages
West of A419 Highway Works	Junctions improvements to mitigate growth to the east of Swindon including works to Oxford Road, Coate, Piccadilly and Greenbridge Roundabouts	NC3: New Eastern Villages	7,917,000	Strategically shared	Offsite	Mitigation West of A419 and Apportionment of EV Impact (CH2M Hill, 2014)	Developer/S106/Local Growth Fund	Necessary improvements have been identified and preliminary designs prepared. Greenbridge Roundabout improvements commenced April 2016.	The development at the New Eastern Villages and existing east Swindon community are dependent on this package. The schemes are critical to ensure there is capacity on the transport network to enable housing and economic growth.
Southern Connector Road (SCR)	Highway link to the strategic road network (A419) Commonhead roundabout includes key link through the NEV Lotmead Village to connect to Wanborough Road from internal highway within the New Eastern Villages development	NC3: New Eastern Villages	18,823,000	Strategically shared	Onsite and Offsite	Eastern villages Southern Connector Road Feasibility Study (CH2M Hill, 2014)	Developer/S106/ Local Growth Fund	Feasibility Study undertaken to confirm link can be delivered. Potential alignments will be subject to further detailed assessment.	The development at the New Eastern Villages and existing east Swindon community are dependent on this scheme. This scheme is critical to ensure there is capacity on the transport network to enable housing and economic growth.
M4 J15 Improvements (incorporating A419 improvements to Commonhead Roundabout)	M4 Junction 15 Capacity Improvement Works required for Commonhead and New Eastern Villages – including A419 improvement between M4 J15 and Commonhead Roundabout, and Commonhead Roundabout improvements	NC2: Commonhead	To be informed by the Council's final agreement in respect of the contribution arising from Commonhead development and certainty over external funding contribution.	Strategically shared	Offsite	Highways England approved Preliminary Design  Swindon Transport Study (JMP, 2011).	Developer/ Growth & Housing Fund	Preliminary design approved by Highways England. Delivery currently a requirement of Planning condition of Commonhead consent.	All development within the Borough, but more specifically the development at Commonhead. It is a critical scheme to ensure there is capacity to support housing and economic growth.

Project Title	Project Description	Primary Local Plan Policy Reference	Estimated Capital Cost (£)	Infrastructure Type	Location	Evidence Source/Cost Source	Funding Arrangements	Project Status	Dependency to Deliver New Eastern Villages
<b>LOCAL TRANSPORT PACKAGE</b>									
Express Bus Network (Rapid Transit)	Sustainable transport links that integrate with the existing urban area.	NC3: New Eastern Villages and TR1: Sustainable Transport Networks	3,695,000	Strategically shared	Onsite and Offsite	Swindon Rapid Transit Proposals - Eastern Villages (CH2Hill, 2014)	Developer/S106 and Local Growth Fund	Detailed options for routes and highway infrastructure including costings have been undertaken.	Development at the New Eastern Villages will benefit and it is crucial to achieve modal shift at the NEV. It will ease movement and encourage sustainable modes between Eastern Villages and the Swindon Central Area.
Park & Ride at the NEV	1000 space, 3 ha. Park & Ride at the New Eastern Villages excl. land acquisition.	NC3: New Eastern Villages	5,077,000	Strategically shared	Onsite and Offsite	Technical Note on Triangle Site Park and Ride Site Concept Design (Halcrow, 2008)	Developer/S106	On-going	Development at New Eastern Villages would benefit and it is crucial to achieve modal shift at the NEV. It will ease movement and encourage sustainable modes between Eastern Villages and the Swindon Central Area.
Bus Service Provision	For investment in bus service delivery to support and encourage sustainable transport modal shift at the New Eastern Villages.	NC3: New Eastern Villages and TR1: Sustainable Transport Networks	6,000,000	Strategically shared	Onsite and Offsite	Swindon Rapid Transit Proposals - Eastern Villages (CH2M Hill, 2014)	Developer/S106 and Local Growth Fund	Detailed options for routes and highway infrastructure including costings have been undertaken.	Development at the New Eastern Villages will benefit and it is crucial to achieve modal shift at the NEV. It will ease movement and encourage sustainable modes between the New Eastern Villages and the Swindon Central Area. The costs associated with this item reflect a pro-rata cost attribution against comparative Bus: Driver mode shares as calculated 1/7/2016.
Highway links between development islands	The construction of highways to secure links to all the New Eastern Villages	NC3: New Eastern Villages	4,725,000	Strategically shared	Onsite and Offsite			CH2M draft strategy is currently being revised.  The strategy will be presented at Planning Committee in	Provides essential infrastructure to connect villages that are separated by flood plain.

Project Title	Project Description	Primary Local Plan Policy Reference	Estimated Capital Cost (£)	Infrastructure Type	Location	Evidence Source/Cost Source	Funding Arrangements	Project Status	Dependency to Deliver New Eastern Villages
								early 2017.	
New link across the railway at footpath 5	The construction of a new shared pedestrian / cycleway link across the mainline railway at foot path 5.	NC3: New Eastern Villages	1,000,000	Multiple site shared	Onsite and Offsite		Network Rail/S106	Detailed options for routes and highway infrastructure including costings have been undertaken.	Development at the New Eastern Villages will benefit and it is crucial to achieve modal shift at the NEV. It will ease movement and encourage sustainable modes throughout the New Eastern Villages.
New Eastern Villages Framework Travel Plan (Residential element)	To Establish an overarching Travel Plan Monitoring and Management Framework for the New Eastern Villages.	NC3: New Eastern Villages	2,147,000	Strategically shared	Onsite and Offsite	New Eastern Villages Framework Travel Plan Supplementary Planning Document (SPD)	Developer/S106	The SPD was adopted in October 2016.	Development at the New Eastern Villages will benefit and it is crucial to achieve modal shift at the NEV. It will ease movement and encourage sustainable modes between Eastern Villages and the Swindon Central Area and places of work, education and leisure.
<b>EDUCATION</b>									
New Eastern Villages New Learning Campus	Delivery of a new 10FE Secondary, School (East) and 16-18 education (Including Artificial Turf Pitch) and Furniture Fittings and Equipment	CM1: Education and NC3: New Eastern Villages	31,439,618	Local and Strategically shared	Onsite and Offsite	School Place Planning Study: Future Demand to 2026 (Cambridge Education, 2009)	S106	Ongoing	The development at New Eastern Villages and the east of Swindon is dependent on this intervention. Without provision of additional capacity there will be insufficient places to meet the demand created.
New Eastern Villages Primary School (1)	2FE primary school (Incorporating proportion of Early Years requirement) and includes Furniture Fittings and Equipment.		6,500,000						

Project Title	Project Description	Primary Local Plan Policy Reference	Estimated Capital Cost (£)	Infrastructure Type	Location	Evidence Source/Cost Source	Funding Arrangements	Project Status	Dependency to Deliver New Eastern Villages
Expansion of South Marston Primary School	1FE Expansion of South Marston Primary (currently 0.5FE) to accommodate the impact of NEV development and Furniture Fittings and Equipment	CM1: Education and NC3: New Eastern Villages and RA3: South Marston	4,500,000	Local	Onsite	SM Primary School Feasibility (2012)	S106	Detailed design being progressed in partnership with stakeholders.	The development at South Marston is dependent on this intervention. Without provision of additional capacity there will be insufficient places to meet the demand created.
New Eastern Villages Primary School (2)	New 2 FE Primary School to accommodate the need generated by the NEV (including proportion of EYs requirement) and Furniture Fittings and Equipment	CM1: Education and NC3: New Eastern Villages	6,500,000	Local	Onsite	Recently completed Tadpole Primary School providing cost benchmark.	S106	Developer Led. Not commenced	The development at New Eastern Villages is dependent on this intervention. Without provision of additional capacity there will be insufficient places to meet the demand created.
New Eastern Villages Primary School (3)	New 2 FE Primary School to accommodate the need generated by the NEV (including proportion of EYs requirement) and Furniture Fittings and Equipment	CM1: Education and NC3: New Eastern Villages	6,500,000	Local	Onsite	Recently completed Tadpole Primary School providing cost benchmark	S106	Developer Led. Not commenced	The development at New Eastern Villages is dependent on this intervention. Without provision of additional capacity there will be insufficient places to meet the demand created.
New Eastern Villages Primary School (4)	New 2 FE Primary School to accommodate the need generated by the NEV (including proportion of EYs requirement) and Furniture Fittings and Equipment	CM1: Education and NC3: New Eastern Villages	6,500,000	Local	Onsite	Recently completed Tadpole Primary School providing cost benchmark	S106	Developer Led. Not commenced	The development at New Eastern Villages is dependent on this intervention. Without provision of additional capacity there will be insufficient places to meet the demand created.
New Eastern Villages Primary School (5)	New 2 FE Primary School to accommodate the need generated by the NEV (including proportion of EYs requirement) and Furniture Fittings and Equipment	CM1: Education and NC3: New Eastern Villages	6,500,000	Local	Onsite	Recently completed Tadpole Primary School providing cost benchmark	S106	Developer Led. Not commenced	The development at New Eastern Villages is dependent on this intervention. Without provision of additional capacity there will be insufficient places to meet the demand created.

Project Title	Project Description	Primary Local Plan Policy Reference	Estimated Capital Cost (£)	Infrastructure Type	Location	Evidence Source/Cost Source	Funding Arrangements	Project Status	Dependency to Deliver New Eastern Villages
New Eastern Villages Primary School (6)	New 2 FE Primary School to accommodate the need generated by the NEV (including proportion of EYs requirement) and Furniture Fittings and Equipment.	CM1: Education and NC3: New Eastern Villages	6,500,000	Local	Onsite	Recently completed Tadpole Primary School providing cost benchmark	S106	Developer Led. Not Commenced.	The development at New Eastern Villages is dependent on this intervention. Without provision of additional capacity there will be insufficient places to meet the demand created.
<b>COMMUNITY AND LEISURE FACILITIES</b>									
New Eastern Villages District Centre Community Centre	New Eastern Villages Community Building at District Centre (plus the safeguarding of land).	NC3: New Eastern Villages	1,000,000	Strategically shared	Onsite and Offsite	Redhouse Community Centre (£1,000,000) providing cost benchmark	S106	Ongoing review	Existing and new communities in the east will benefit from this facility.
New Eastern Villages Health Facilities	Additional GP capacity equivalent to 11 Whole Time Equivalent GPs at the New Eastern Villages, plus additional dentist and pharmacy provision	NC3: New Eastern Villages Policy CM2: Active, Healthy and Safe Lifestyles	7,789,000	Strategically shared	Onsite and Offsite	CCG Swindon	CCG	Ongoing	Essential to serve new community and provide access to primary health care at New Eastern Villages
Provision of Library services	Mobile Library and related services	NC3: New Eastern Villages	1,712,000	Strategically shared	Onsite and Offsite		S106	Ongoing	New communities in the east will benefit from this facility.
New Eastern Villages Community Hub at Rowborough	New Eastern Villages Local Centre Community Hub at Rowborough	NC3: New Eastern Villages	561,000	Local	Onsite	Feasibility for 'Tadpole and Redhouse' Community Centre providing cost benchmark.	S106	Included within an outline planning application which is currently being considered.	Existing and new communities in the east will benefit from this facility.



Project Title	Project Description	Primary Local Plan Policy Reference	Estimated Capital Cost (£)	Infrastructure Type	Location	Evidence Source/Cost Source	Funding Arrangements	Project Status	Dependency to Deliver New Eastern Villages
New Eastern Villages Community Hub at South Marston	New Eastern Villages Local Centre Community Hub at South Marston.	NC3: New Eastern Villages and RA3	561,000	Local	Onsite	Feasibility for 'Tadpole and Redhouse' Community Centre providing cost benchmark	S106	Included within an outline planning application which is currently being considered.	Existing and new communities in the east will benefit from this facility.
New Eastern Villages Community Hub Lotmead	New Eastern Villages Local Centre Community Hub at Lotmead.	NC3: New Eastern Villages	561,000	Local	Onsite	Feasibility for 'Tadpole and Redhouse' Community Centre providing cost benchmark	S106	Developer Led. Not commenced.	Existing and new communities in the east will benefit from this facility.
New Eastern Villages Community Hub Foxbridge	New Eastern Villages Local Centre Community Centre at Foxbridge.	NC3: New Eastern Villages	561,000	Local	Onsite	Feasibility for 'Tadpole and Redhouse' Community Centre providing cost benchmark.	S106	Developer Led. Not commenced	Existing and new communities in the east will benefit from this facility.
New Eastern Villages Community Hub Redlands	New Eastern Villages Local Centre Community Hub at Redlands.	NC3: New Eastern Villages	561,000	Local	Onsite	Feasibility for 'Tadpole and Redhouse' Community Centre providing cost benchmark.	S106	Developer Led. Not commenced.	Existing and new communities in the east will benefit from this facility.
New Eastern Villages Leisure Sports Facility	Leisure centre at the New Eastern Villages, including a swimming pool, to meet the local needs of residents in the NEV (plus the Safeguarding of land).	NC3: New Eastern Villages	3,452,245	Local and Strategically shared	Onsite and Offsite	Sport England Facility Cost Calculator (June 2016)	Provided Commercially	Ongoing	Existing and new communities in particular in the north will benefit from this facility.

Project Title	Project Description	Primary Local Plan Policy Reference	Estimated Capital Cost (£)	Infrastructure Type	Location	Evidence Source/Cost Source	Funding Arrangements	Project Status	Dependency to Deliver New Eastern Villages
Public Art Projects	Public Art projects at the New Eastern Villages and to be confirmed.	DE1: Good Design NC3: New Eastern Villages	1,924,000	Local and Strategically shared	Onsite and Offsite	Swindon Residential Design Guide (2016)	S106	Ongoing	To ensure development at the NEV contributes positively to the public realm.
<b>HEALTH &amp; EMERGENCY SERVICES</b>									
Ambulance (2 standby points)	The provision of 2 standby points at the New Eastern Villages	CM3: Integrating Facilities and Delivering Services NC3: New Eastern Villages	213,000	Strategically shared	Onsite	IDP	S106	Ongoing review	Essential to deal with increasing demand placed on the Ambulance Service by the New Eastern Villages and maintain acceptable response times.
Adult Social Care	Contributions towards the provision of Adult's Social Care at the New Eastern Villages.	CM3: Integrating Facilities and Delivering Services NC3: New Eastern Villages	15,565,000	Strategically shared	Offsite	Swindon Borough Council	S106	Ongoing Review	Essential to provide facilities and accessible housing to address increased demand for such housing created by the New Eastern Villages and enable people to live independently and stay within their communities longer.
<b>ENERGY AND WASTE</b>									
New Eastern Villages District Heating Network	District Heating Infrastructure at the New Eastern Villages.	NC3: New Eastern Villages and DE2: Sustainable Construction	7,700,000	Strategically shared	Onsite and Offsite	District Energy Pre-Feasibility Study (2011)	Utility infrastructure provider/ Developer.	Feasibility Project.	Development at New Eastern Villages would benefit from this.

Project Title	Project Description	Primary Local Plan Policy Reference	Estimated Capital Cost (£)	Infrastructure Type	Location	Evidence Source/Cost Source	Funding Arrangements	Project Status	Dependency to Deliver New Eastern Villages
Household Waste Recycling Provision	Household Waste Recycling to support the New Eastern Villages.	In accordance with Wiltshire and Swindon Waste Core Strategy in particular Policy WCS6: Waste Reduction and Auditing.	606,000	Strategically shared	Onsite and Offsite	Municipal Waste Management Strategy	Existing S106/SBC/CIL	Ongoing review	There is a requirement to provide Household Waste Recycling to support the New Eastern Villages.
On-site dwelling waste provision (wheelie bins / rec. boxes)	Design solutions for the appropriate storage of domestic wheelie bins and recycling bins.	In accordance with Wiltshire and Swindon Waste Core Strategy.	1,139,000	Strategically shared	Onsite and Offsite	Municipal Waste Management Strategy	S106	Ongoing review	There is a requirement to provide design solutions for the appropriate storage of domestic wheelie bins and recycling bins to support the New Eastern Villages.
<b>GREEN INFRASTRUCTURE</b>									
General Recreational Open Space (Land Safeguarded)	Land safeguarded and designed for the provision of General open space (incorporating Major and Local Open Space).	EN3: Open Space NC3: New Eastern Villages	n/a	Local and Strategically shared	Onsite and Offsite	Council's Open Space Calculator calculates the requirements as set out in Policy EN3 of the Local Plan and Appendix 3 which details specific requirements.	In-Kind provision and/or S106	To be delivered by each application proposal to meet Local Plan standard. Green Infrastructure Strategy for the NEV to follow.	There is a requirement to provide an extensive green infrastructure network and public open space as part of the New Eastern Villages.
Nature Reserve	Opportunities to enhance nature conservation.	NC3: New Eastern Villages	10,906,000	Local and Strategically shared	Onsite and Offsite	Adopted Local Plan standard to provide open space as part of new development.	S106	Green Infrastructure Strategy for the NEV to follow. This will include possible	There is a requirement to provide an extensive green infrastructure network and public open space as part of the New Eastern Villages.

Project Title	Project Description	Primary Local Plan Policy Reference	Estimated Capital Cost (£)	Infrastructure Type	Location	Evidence Source/Cost Source	Funding Arrangements	Project Status	Dependency to Deliver New Eastern Villages
								management and maintenance solutions.	
Major Open Space (design, construction and maintenance)	<p>To include a range of LEAPs and NEAPS provided to an adoptable standard across the New Eastern Villages.</p> <p>All play areas to be located at safe, easily accessible and well overlooked by new homes across the New Eastern Villages to benefit existing and new communities.</p> <p>Committed sums required for the long term maintenance and management of the formal play areas and the surrounding open space.</p>	<p>EN3: Open Space</p> <p>NC3: New Eastern Villages</p>	34,429,000	Local and Strategically shared	Onsite	Council's Open Space Calculator calculates the requirements as set out in Policy EN3 of the Local Plan and Appendix 3 which details specific requirements.	S106	The NEV Green Infrastructure Strategy draft SPD will be available for public consultation in December 2016. This will include possible management and maintenance solutions.	There is a requirement to provide an extensive green infrastructure network and public open space as part of the New Eastern Villages.
Local Open Space (design, construction and maintenance)	<p>To include a range of NEAPs (including MUGAs) provided to an adoptable standard across the New Eastern Villages.</p> <p>All play areas to be located at safe, easily accessible and well overlooked by new homes across the New Eastern Villages to benefit existing and new communities.</p> <p>Committed sums required for the long term maintenance</p>	<p>EN3: Open Space</p> <p>NC3: New Eastern Villages</p>	3,320,800	Local	Onsite	Council's Open Space Calculator calculates the requirements as set out in Policy EN3 of the Local Plan and Appendix 3 which details specific requirements.	S106	The NEV Green Infrastructure Strategy draft SPD will be available for public consultation in December 2016. This will include possible management and maintenance	There is a requirement to provide an extensive green infrastructure network and public open space as part of the New Eastern Villages.

Project Title	Project Description	Primary Local Plan Policy Reference	Estimated Capital Cost (£)	Infrastructure Type	Location	Evidence Source/Cost Source	Funding Arrangements	Project Status	Dependency to Deliver New Eastern Villages
	and management of the play provision and the open space.							solutions.	
Local Outdoor Sports 'Hub' Facilities	To provide 3-5 sports 'hub' facilities.  Each to include a minimum of 4 x adult size playing pitches and associated ancillary uses including a pavilion, changing facilities and an appropriate level of car parking provision.	EN3: Open Space  NC3: New Eastern Villages	14,842,800	Local and strategically shared	Onsite and Offsite	Council's Open Space Calculator calculates the requirements as set out in Policy EN3 of the Local Plan and Appendix 3 which details specific requirements.  Provision to be in accord with the Council's emerging Playing Pitch Strategy.	S106	The NEV Green Infrastructure Strategy draft SPD will be available for public consultation in December 2016.  Indicative sports hub specification to be appended to S106 agreement.	There is a requirement to provide an extensive green infrastructure network and public open space as part of the New Eastern Villages.
Allotments	A range of allotment sites provided with appropriate plot sizes, easily accessible with associated infrastructure including (where required) car parking provision and water supply across the New Eastern Villages.	EN3: Open Space  NC3: New Eastern Villages	4,092,158	Local	Onsite	Council's Open Space Calculator calculates the requirements as set out in Policy EN3 of the Local Plan and Appendix 3 which details specific requirements.	S106	The NEV Green Infrastructure Strategy draft SPD will be available for public consultation in December 2016.  Indicative allotment specification to be appended to s106	There is a requirement to provide an extensive green infrastructure network and public open space as part of the New Eastern Villages.

Project Title	Project Description	Primary Local Plan Policy Reference	Estimated Capital Cost (£)	Infrastructure Type	Location	Evidence Source/Cost Source	Funding Arrangements	Project Status	Dependency to Deliver New Eastern Villages
								agreement.	
Great Western Community Forest (GWCF)	Commutated sums required for GWCF arising from the New Eastern Villages.	NC3: New Eastern Villages	5,511,077	Local and Strategically shared	Onsite		S106	Ongoing	There is a requirement to provide an extensive green infrastructure network as part of the New Eastern Villages.
Archaeology	Evaluation, conservation and potential storage.	EN10: Historic Environment an Heritage Assets NC3: New Eastern Villages	1,924,000	Strategically shared	Onsite		S106	Ongoing	There is a requirement to conserve, and where appropriate enhance significance throughout the New Eastern Villages.



## Appendix C - Village Proformas and Infrastructure Requirements

### South Marston Village (expansion)

The village of South Marston lies adjacent to the northern site boundary of the New Eastern Villages. Whilst development is proposed to increase the size of South Marston, it is important that this existing village retains its separate identity and does not coalesce with Swindon or other settlements. Development must contribute towards the creation of an integrated village.

Alongside this village infrastructure proforma, please refer to the Masterplan and the NEV IDP (October 2016).



Not to scale.

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<b>Site Area (approx.):</b> 18 Hectares
<b>Main Land Uses:</b>
<ul style="list-style-type: none"> <li>• 500 dwellings (Policy NC3)</li> <li>• Extension to the Primary School from 0.5FE to 1.5FE (c10,000m2 including buildings, not including car park or recreation area) (Policies NC3 and RA3)</li> <li>• Local centre/community hub (Policies NC3 and RA3)</li> </ul>
<b>Average Housing Density:</b> 30 dwellings per hectare (Policy RA3)
<b>Land Required:</b>
<p>Yes to facilitate the delivery:</p> <ul style="list-style-type: none"> <li>• of the extension to South Marston Primary School (adjacent to the school) and;</li> <li>• to deliver the new village centre and associated facilities; in addition</li> <li>• Compensatory land at 'Bell Gardens' to be provided to facilitate the delivery of playing pitch provision.</li> <li>• Principal road network, including footways and cycleways to be dedicated as Highway maintainable at public expense including across the railway</li> </ul>
<b>Swindon Borough Local Plan 2026 Policies:</b>
SD1, SD2, SD3, DE1, DE2, HA1, HA2, HA3, TR1, TR2, IN1, IN2, IN3, IN4, EC3, CM1-CM4, EN1, EN3, EN6, EN10, NC3, RA3 Wiltshire and Swindon Waste Core Strategy (2006-2026) WCS6
<b>Anticipated delivery:</b>
Phase 1

<b>Local Infrastructure Needs (Site Specific) (this list is not exhaustive)</b>
<b>Design and Form of Development</b>
<ul style="list-style-type: none"> <li>• High quality public realm including outdoor civic public space (Policy NC3)</li> <li>• High quality design throughout the development (Policy DE1)</li> <li>• The preparation of Design Codes (Policy SD3)</li> <li>• To demonstrate passive solar benefits through the layout and design of the development (Policy DE2)</li> <li>• All major non-residential development to meet BREEAM Excellent standard (Policy DE2)</li> <li>• Due to the proximity of the A420, noise attenuation is likely to be required (Policy DE1)</li> <li>• Protect heritage assets within the vicinity of development (Policy EN10)</li> </ul>
<b>Residential</b>
<ul style="list-style-type: none"> <li>• Delivery of 20% Affordable Housing (Policies RA3 and HA2)</li> <li>• Wheelchair Accessible Housing (Policy HA3)</li> <li>• Variety of densities, house types and sizes to meet local needs (Policy HA1)</li> </ul>
<b>Education</b>
<ul style="list-style-type: none"> <li>• Extension of South Marston Primary School to 1.5FE (Policy NC3)</li> </ul>
<b>Transport and Movement (Policies TR1 and TR2)</b>
<ul style="list-style-type: none"> <li>• The construction and dedication as highway maintainable at public expense of a new road connection between Thornhill Road and Old Vicarage Lane, within the limits of the expanded village, without forming a South Marston Bypass. Road to be dedicated as Highway Maintainable at public expense to ensure connectivity in perpetuity (Policy RA3).</li> <li>• To construct and dedicate as highway maintainable at public expense a new road link under the Bristol to London railway line connecting the development</li> </ul>

- to the A420 against an evidenced and agreed phasing strategy (Policy NC3)
- Provide traffic management and calming measures and sustainable transport measures to minimise the volume of traffic, including traffic passing through South Marston, and to reduce the impact on South Marston, in particular at Pound Corner (Policy RA3).
- Bridleway 4 - transfer of land and constructed roads required to secure road(s) crossing across the Public Rights of Way and appropriate level of funding. This is to deliver connectivity with existing village and village centre (Policy RA3).
- The provision and dedication as highway, a walking and cycle network and improvements that integrate with existing networks and provide good connectivity within the development and to the surrounding area incorporating commuting and recreational routes, including upgrade of Footpath 5, through works and/or contribution, to footway cycleway, and new railway footbridge and link to A420 (Policy NC3).
- Provide new and improved junction between Old Vicarage Lane and the A420 to accommodate development traffic flows including controlled pedestrian crossing points across the A420.
- Provide controlled improvements to shuttle working through Old Vicarage Lane Railway tunnel to be linked and coordinated with the A420 junction.
- Contributions towards Public Transport Services to serve the development site including Community transport and Special Educational Needs (SEN) transport.
- Provision of permanent Automated Traffic Counters and permanent automated cycle route counters on all roads and cycle routes entering the existing highway network as of July 2016.
- Footway/cycleway improvements along the A420 between the Symmetry Park access works and the A420 eastern access to the Park and Ride.
- No road access onto Nightingale Lane or Rowborough Lane (Policy RA3).

#### **Community Facilities**

The provision of community, recreation facilities and retail provision of an appropriate scale, as part of a village centre. To include:

- The construction of a new village hall, fully serviced with essential infrastructure (including changing room facilities for the playing pitches, village shop/cafe and a community 'white' room) (Policies RA3 and CM4)
- Early Years provision (Policy CM1)
- The construction of new playing pitches at Bell Gardens (Policies NC3 and RA3)

#### **Emergency Services**

- Provision of fire hydrants and water supply for firefighting (Policy CM3)

#### **Green Infrastructure, Leisure and Heritage**

- The provision of on-site green infrastructure proportionate to the scale of the village's expansion. This includes an extension to the recreation ground to include the field to the south-west (known as Bell Gardens) of the current recreation ground with recreational facilities of an appropriate type and scale. Land required in order to preserve Scheduled Monuments and other nationally/regionally important undesignated archaeological sites and their settings in situ should not be accounted for as public open space.

Open Space typologies set out in accord with Policy EN3:

General Recreation (Major and Local Open Space) - 1ha per 1000 population

<p>Outdoor Sports (1.2 of which will be playing pitch) - 1.6ha per 1000 population                  Children's Play Areas - 0.3ha per 1000 population                  Allotments - 0.3ha per 1000 population</p> <ul style="list-style-type: none"> <li>• Great Western Community Forest (on-site planting schemes) (Policy EN2)</li> <li>• To protect on-site historical landscape features, heritage and archaeological assets and existing green-infrastructure (Policies EN1 and RA3, part (b))</li> <li>• To protect and retain the character and identity of the village (Policy RA3)</li> <li>• To protect and enhance biodiversity and provide net local biodiversity gain (Policy EN4)</li> </ul>
<p><b>Waste and Utility Services</b></p> <ul style="list-style-type: none"> <li>• On-site serviced infrastructure (gas, electricity, ICT and telecommunications) (Policy IN3)</li> <li>• At cost utility service connections to existing properties, where required and where reasonably practicable (Policy IN1)</li> <li>• On-site dwelling waste provision (design solutions for the appropriate storage of wheelie bins and recycling bins) (Waste Core Strategy Policy WCS6)</li> </ul>
<p><b>Other Considerations</b></p> <ul style="list-style-type: none"> <li>• On-site flood mitigation works that address the requirements demonstrated by the Environment Agency Surface Water and Fluvial flood map 2011 (Policies RA3 and EN6)</li> <li>• The construction, management and maintenance of SUDs required on-site (Policy EN6)</li> </ul>

<p><b>Strategic Infrastructure Needs (Shared) (this list is not exhaustive)</b></p> <p><b>Transport and Movement (Policies TR1 and TR2)</b></p> <ul style="list-style-type: none"> <li>• White Hart Junction Improvements including continuity works, comprising necessary carriageway, footway, cycleway and crossing facilities, between White Hart and Gablecross Junction works</li> <li>• Southern Connector Road and Commonhead Roundabout link</li> <li>• Contributions towards the linkages between development islands, and with the existing community</li> <li>• Contributions to Junction 15 of the M4</li> <li>• Contributions to Great Stall Bridge</li> </ul> <p><u>NEV Mitigation Works West of A419:</u></p> <ul style="list-style-type: none"> <li>• Oxford Road/Nythe Road</li> <li>• Greenbridge Roundabout</li> <li>• Coate Water Roundabout</li> <li>• Piccadilly Roundabout</li> </ul> <p><u>A420 Highway Improvements</u></p> <ul style="list-style-type: none"> <li>• Gablecross Roundabout Improvements including continuity works, comprising necessary carriageway, footway, cycleway and crossing facilities, between Gablecross Junction and Police Station Access improvement works</li> <li>• Police Station Access Improvements including continuity works, comprising necessary carriageway, footway, cycleway and crossing facilities, between Police Station Access and Symmetry Park junction works</li> </ul> <p><u>Sustainable Transport Solutions</u></p> <ul style="list-style-type: none"> <li>• Contributions towards the Framework Travel Plan</li> <li>• Contributions towards Express Bus Network</li> <li>• Contributions towards Park and Ride Site</li> </ul>
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<b>Education</b>
<ul style="list-style-type: none"> <li>• Contributions towards Secondary School and Post 16-18 education (Policies IN1, NC3 and CM1)</li> </ul>
<b>Community Facilities</b>
<ul style="list-style-type: none"> <li>• Contributions towards additional GP capacity equivalent to 11 Whole Time Equivalent GPs, plus additional dentist and pharmacy provision at the District Centre (Policies IN1, NC3 and CM2)</li> <li>• Contributions towards Adult Social Care (Policies IN1 and CM3)</li> <li>• Contributions towards the provision of library services (Policies IN1 and CM4)</li> <li>• Contributions towards Early Years Provision (Policy CM1)</li> </ul>
<b>Green Infrastructure, Leisure and Heritage</b>
<ul style="list-style-type: none"> <li>• To protect historical landscape features, heritage and archaeological assets and existing green infrastructure (Policy RA3, part (b))</li> <li>• To ensure non-coalescence of South Marston with Swindon and the New Eastern Villages (Policy NC3, part (c))</li> <li>• Contributions towards Great Western Community Forest (off-site NEV related planting schemes) (Policy EN2)</li> <li>• Contributions towards strategic sports and leisure provision, including a leisure centre and swimming pool to be provided at the District Centre (Policy NC3)</li> <li>• Contributions towards heritage display and storage solutions (Policy EN10)</li> <li>• Contributions towards the management and maintenance of open space (Parish owned facilities) (Policy IN1)</li> <li>• Contributions towards Public Art projects (Policies IN1 and DE1)</li> </ul>
<b>Waste and Utility Services</b>
<ul style="list-style-type: none"> <li>• Infrastructure to manage water supply and waste water (Policy IN2)</li> <li>• Household waste recycling provision (Waste Core Strategy Policy WCS6)</li> </ul>
<b>Other Policy Considerations</b>
<ul style="list-style-type: none"> <li>• District Heating Network (Policy DE2)</li> <li>• The provision of flood mitigation works required off-site (Policies RA3 and EN6)</li> <li>• The construction, management and maintenance of SUDs required off-site (Policy EN6)</li> </ul>
<b>Evidence Base</b>
<ul style="list-style-type: none"> <li>• Draft South Marston Village Neighbourhood Plan<sup>1</sup> (2015)</li> <li>• South Marston Primary School Feasibility (2012)</li> <li>• Swindon Borough Local Plan 2026 (2015)</li> <li>• Illustrative Masterplan (October 2016)</li> <li>• NEV IDP (October 2016)</li> <li>• Swindon's Local Flood Risk Management Strategy (2014)</li> <li>• Swindon Residential Design Guide SPD (2016)</li> <li>• NEV Framework Travel Plan SPD (October 2016)</li> <li>• NEV SuDS Vision Draft SPD (July 2016)</li> </ul> <p><sup>1</sup> Once made, the South Marston Village Neighbourhood Plan will form part of the Development Plan for Swindon Borough and will be a material consideration in the determination of planning applications within the Neighbourhood Plan Area.</p>



## Rowborough Village

The village of Rowborough will be located north of the A420, and to the east of the existing village of South Marston.

Alongside this village infrastructure proforma, please refer to the Masterplan and the NEV IDP (October 2016).



Not to scale

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**Site Area** (approx.): 64 Hectares

### Main Land Uses:

- About 1500 dwellings (Policy NC3)
- 2FE Primary School (Policy NC3)
- Local Centre (Policy NC3)
- Sports Hub (Policy NC3)
- Open Space provision (Policy EN3 and NC3)

**Average Housing Density:** 40 dwellings per hectare (Policy NC3)

### Land Required:

Yes, to facilitate the delivery:

- 2FE Primary School (2.2ha)
- Local centre/community hub
- The provision of a sports 'hub' facility
- An extensive green infrastructure network connecting with Nightingale Wood
- Principal road network, including footways and cycleways to be dedicated as Highway maintainable at public expense

<p><b>Swindon Borough Local Plan 2026 Policies:</b> SD1, SD2, SD3, DE1, DE2, HA1, HA2, HA3, TR1, TR2, IN1, IN2, IN3, IN4, EC3, CM1-CM4, EN1, EN3, EN6, EN10, NC3</p> <p><b>Wiltshire and Swindon Waste Core Strategy (2006-2026)</b> WCS6</p> <p><b>Anticipated Delivery:</b> Phase 1</p>
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Local Infrastructure Needs (Site Specific) (this list is not exhaustive)
<b>Design and Form of Development</b>
<ul style="list-style-type: none"> <li>• High quality public realm including outdoor civic public space (Policy NC3)</li> <li>• High quality design throughout the development (Policy DE1)</li> <li>• The preparation of Design Codes (Policy SD3)</li> <li>• To demonstrate passive solar benefits through the layout and design of the development (Policy DE2)</li> <li>• All major non-residential development to meet BREEAM Excellent standard (Policy DE2)</li> <li>• Due to the proximity of the A420, noise attenuation is likely to be required (Policy DE1)</li> <li>• All housing parcels adjacent to Nightingale Wood should be “set back” from the woodland edge</li> </ul>
<b>Residential</b>
<ul style="list-style-type: none"> <li>• Variety of densities, house types and sizes to meet local needs and respect character of surrounding area (Policy HA1)</li> <li>• Delivery of 30% Affordable Housing (Policies HA2 and NC3)</li> <li>• Wheelchair Accessible Housing (Policy HA3)</li> </ul>
<b>Education</b>
<ul style="list-style-type: none"> <li>• 2FE Primary School with playing field and secured community access (Policies NC3 and CM1)</li> </ul>
<b>Transport and Movement (Policies TR1 and TR2)</b>
<ul style="list-style-type: none"> <li>• To construct and dedicate as highway maintainable at public expense a new primary access and road link under the Bristol to London railway line connecting the development to the A420 against an evidenced and agreed phasing strategy (Policy NC3)</li> <li>• To construct and dedicate as highway maintainable at public expense a road link between the new Eastern Access and Old Vicarage Lane.</li> <li>• An additional vehicular connection between Rowborough and Old Vicarage Lane, as illustrated on the NEV Illustrative Masterplan, shall, if required, be subject to technical justification and be designed as a street or lane with a simple priority junction and appropriate detailing of character, alignment and width to minimise rat-running. It will be constructed and dedicated as highway maintainable at public expense (Policy NC3).</li> <li>• Provide traffic management and calming measures and sustainable transport measures to minimise the volume of traffic, including traffic passing through South Marston, and to reduce the impact on South Marston, in particular at Pound Corner (Policy RA3).</li> <li>• To provide and dedicate as highway, a walking and cycle network and improvements that integrate with existing networks and provide good</li> </ul>

connectivity within the development and to the surrounding area incorporating commuting and recreational routes, including links to and through existing accommodation tunnels under the railway, and associated A420 crossing facilities, to facilitate links with proposed secondary and further education facilities (Policy NC3).

- Provide new and improved junction between Old Vicarage Lane and the A420 to accommodate development traffic flows including controlled pedestrian crossing points across the A420.
- Provide controlled improvements to shuttle working through Old Vicarage Lane Railway tunnel to be linked and coordinated with the A420 junction.
- Contributions towards Public Transport Services to serve the development site including Community transport and Special Educational Needs (SEN) transport.
- Provision of permanent Automated Traffic Counters and permanent automated cycle route counters on all roads and cycle routes entering the existing highway network as of July 2016.
- The provision and dedication as highway, a walking and cycle network and improvements that integrate with existing networks and provide good connectivity within the development and to the surrounding area incorporating commuting and recreational routes, including upgrade of Footpath 5, through works and/or contribution, to footway cycleway, and new railway footbridge and link to A420 (Policy NC3).
- Footway/cycleway improvements along the A420 between the Symmetry Park access works and the A420 eastern access to the Park and Ride.
- No road access onto Nightingale Lane or Rowborough Lane (Policy RA3).

### **Community Facilities**

The provision of community, recreation facilities and retail provision of an appropriate scale. To include:

- The construction of a fully serviced 'sports hub' providing a minimum of 4 x adult size (or equivalent) grass playing pitches with ancillary services including changing room facilities, parking, clubhouse (Policy NC3)
- Contributions/site towards the provision of a local shop (Policy NC3)
- Flexible, multi-purpose building for use by the community, public sector and for worship (Policies NC3 and CM4)
- Early Years Provision (Policy CM1)

### **Emergency Services**

- Provision of fire hydrants and water supply for firefighting (Policy CM3)

### **Green Infrastructure, Leisure and Heritage**

- The provision of on-site green infrastructure proportionate to the scale of the new village. Land required in order to preserve Scheduled Monuments and other nationally/regionally important undesignated archaeological sites and their settings in situ should not be accounted for as public open space. Public open space should be provided in accordance with the typologies and standards as set out in Policy EN3 of the Local Plan.

#### Open Space typologies:

General Recreation (Major and Local Open Space) - 1ha per 1000 population  
 Outdoor Sports (1.2 of which will be playing pitch) - 1.6ha per 1000 population  
 Children's Play Areas - 0.3ha per 1000 population  
 Allotments - 0.3ha per 1000 population



<ul style="list-style-type: none"> <li>• Great Western Community Forest (on-site planting schemes) (Policy EN2)</li> <li>• To protect on-site historical landscape features, heritage and archaeological assets and existing green infrastructure (Policy EN1)</li> <li>• To protect and enhance biodiversity, to maximise opportunities for habitat connectivity and provide net local biodiversity gain (Policies EN4 and NC3)</li> <li>• Biodiversity, including the River Cole Corridor and River Cole Meadow County Wildlife Sites, is protected, integrated and enhanced (Policy NC3, part (c))</li> </ul>
<p><b>Waste and Utility Services</b></p> <ul style="list-style-type: none"> <li>• On-site serviced infrastructure (electricity, ICT and telecommunications) (Policy IN3)</li> <li>• On-site dwelling waste provision (design solutions for the appropriate storage of wheelie bins and recycling bins) (Waste Core Strategy Policy WCS6)</li> </ul>
<p><b>Other Policy Considerations</b></p> <ul style="list-style-type: none"> <li>• On-site flood mitigation works that address the requirements demonstrated by the Environment Agency Surface Water and Fluvial flood map 2011 (Policies NC3 and EN6)</li> <li>• The construction, management and maintenance of SUDs required off-site (Policy EN6)</li> </ul>

<p><b>Strategic Infrastructure Needs (Shared) (this list is not exhaustive)</b></p> <p><b>Transport and Movement (Policies TR1 and TR2)</b></p> <ul style="list-style-type: none"> <li>• White Hart Junction Improvements including continuity works, comprising necessary carriageway, footway, cycleway and crossing facilities, between White Hart and Gablecross Junction works</li> <li>• Southern Connector Road and Commonhead Roundabout link</li> <li>• Contributions towards the linkages between development islands, and with the existing community</li> <li>• Contributions to Junction 15 of the M4</li> <li>• Contributions to Great Stall Bridge</li> </ul> <p><u>NEV Mitigation Works West of A419:</u></p> <ul style="list-style-type: none"> <li>• Oxford Road/Nythe Road</li> <li>• Greenbridge Roundabout</li> <li>• Coate Water Roundabout</li> <li>• Piccadilly Roundabout</li> </ul> <p><u>A420 Highway Improvements</u></p> <ul style="list-style-type: none"> <li>• Gablecross Roundabout Improvements including continuity works, comprising necessary carriageway, footway, cycleway and crossing facilities, between Gablecross Junction and Police Station Access improvement works</li> <li>• Police Station Access Improvements including continuity works, comprising necessary carriageway, footway, cycleway and crossing facilities, between Police Station Access and Symmetry Park junction works.</li> </ul> <p><u>Sustainable Transport Solutions</u></p> <ul style="list-style-type: none"> <li>• Contributions towards the Framework Travel Plan</li> <li>• Contributions towards Express Bus Network</li> <li>• Contributions towards Park and Ride Site</li> </ul> <p><b>Education</b></p> <ul style="list-style-type: none"> <li>• Contributions towards Secondary School and Post 16-18 education (Policies NC3 and CM1)</li> </ul>
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<b>Community Facilities</b>
<ul style="list-style-type: none"> <li>• Contributions towards additional GP capacity equivalent to 11 Whole Time Equivalent GPs, plus additional dentist and pharmacy provision at the District Centre (Policies NC3 and CM2)</li> <li>• Contributions towards Adult Social Care (Policies IN1 and CM3)</li> <li>• Contributions towards the provision of library services (Policies IN1 and CM4)</li> <li>• Contributions towards Early Years provision at the District Centre (Policy CM1)</li> </ul>
<b>Green Infrastructure, Leisure and Heritage</b>
<ul style="list-style-type: none"> <li>• To protect historical landscape features, heritage and archaeological assets and existing green infrastructure (Policy EN1)</li> <li>• To ensure non-coalescence of Rowborough with South Marston village and the New Eastern Villages (Policy NC3, part (c))</li> <li>• Contributions towards Great Western Community Forest (off-site NEV related planting schemes) (Policy EN2)</li> <li>• Contributions towards strategic sports and leisure provision, including a leisure centre and swimming pool to be provided at the District Centre (Policy NC3)</li> <li>• Contributions towards heritage display and storage solutions (Policy EN10)</li> <li>• Contributions towards the management and maintenance of open space (Parish owned facilities) (Policy IN1)</li> <li>• Contributions towards Public Art projects (Policies IN1 and DE1)</li> </ul>
<b>Waste and Utility Services</b>
<ul style="list-style-type: none"> <li>• Infrastructure to manage water supply and waste water (Policy IN2)</li> <li>• Household waste recycling provision (Waste Core Strategy Policy WCS6)</li> </ul>
<b>Other Policy considerations</b>
<ul style="list-style-type: none"> <li>• District Heating Network (Policy DE2)</li> <li>• The provision of flood mitigation works required off-site (Policy EN6)</li> <li>• The construction, management and maintenance of SUDs required off-site (Policy EN6)</li> </ul>
<b>Evidence Base</b>
<ul style="list-style-type: none"> <li>• Draft South Marston Village Neighbourhood Plan<sup>1</sup> (2015)</li> <li>• Swindon Borough Local Plan 2026 (March 2015)</li> <li>• NEV Masterplan (October 2016)</li> <li>• NEV IDP (October 2016)</li> <li>• Swindon Residential Design Guide SPD (2016)</li> <li>• Swindon Flood Risk Management Strategy (2014)</li> <li>• NEV Framework Travel Plan SPD (October 2016)</li> <li>• NEV SuDS Vision Draft SPD (July 2016)</li> </ul> <p><sup>1</sup> Once made, the South Marston Village Neighbourhood Plan will form part of the Development Plan for Swindon Borough and will be a material consideration in the determination of planning applications within the Neighbourhood Plan Area.</p>



## Upper Lotmead Village

The village of Upper Lotmead is located to the south of Great Stall West.

Alongside this village infrastructure proforma, please refer to the Masterplan (October 2016) and the NEV IDP (October 2016).



Not to scale

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**Site Area (approx.)** : 21 hectares

### Main Land Uses:

- Approx. 850 dwellings (Policy NC3)
- Local centre (Policy NC3)
- Open space provision (Policies EN3 and NC3)

**Average Housing Density:** 40 dwellings per hectare (Policy NC3)

### Land Required:

Yes, to facilitate the delivery of:

- Local centre (Policy NC3)
- Open Space and allotments (Policies EN3 and NC3)
- Principal road network, including footways and cycleways to be dedicated as Highway maintainable at public expense

### Swindon Borough Local Plan 2026 Policies:

SD1, SD2, SD3, DE1, DE2, HA1, HA2, HA3, TR1, TR2, IN1, IN2, IN3, IN4, EC3, CM1-CM4, EN1, EN3, EN6, EN10, NC3

### Wiltshire and Swindon Waste Core Strategy (2006-2026) Policy:

WCS6

### Anticipated delivery:

Phase 2


<b>Local Infrastructure Needs (Site Specific) (this list is not exhaustive)</b>
<b>Design and Form of Development</b>
<ul style="list-style-type: none"> <li>• High quality public realm including outdoor civic public space (Policy NC3)</li> <li>• High quality design throughout the development (Policy DE1)</li> <li>• The preparation of Design Codes (Policy SD3)</li> <li>• To demonstrate passive solar benefits through the layout and design of the development (Policy DE2)</li> <li>• All major non-residential development will be required to meet Excellent BREEAM standard (Policy DE2)</li> <li>• Due to the proximity of the A419, noise attenuation is likely to be required (Policy DE1)</li> <li>• The form of development here should be arranged to ensure space between properties allowing views through and out to the open countryside (Draft EV SPD, 2013)</li> </ul>
<b>Residential</b>
<ul style="list-style-type: none"> <li>• Variety of densities, house types and sizes to meet local needs and that respect character of surrounding area (Policy HA1)</li> <li>• Delivery of 30% Affordable Housing (Policies HA2 and NC3)</li> <li>• Wheelchair accessible housing (Policy HA3)</li> </ul>
<b>Education</b>
<ul style="list-style-type: none"> <li>• Contribution to primary school provision (Policies NC3 and CM1)</li> </ul>
<b>Transport and Movement (Policies TR1 and TR2)</b>
<ul style="list-style-type: none"> <li>• To construct new roads and dedicate as Highway Maintainable at Public Expense, and provide public transport services to ensure north-south and east-west vehicular links securing connectivity to the neighbouring new villages of Lotmead Village (to the East), Great Stall West (to the north), Symmetry Park (to the north).</li> <li>• The provision and dedication as highway, a walking and cycle network and improvements that integrate with existing networks and provide good connectivity within the development and to the surrounding area incorporating commuting and recreational routes, to facilitate links with proposed primary, secondary and further education facilities, the District Centre and Employment areas (Policy NC3).</li> <li>• Contributions towards Public Transport Services to serve the development site including Community transport and Special Educational Needs (SEN) transport.</li> <li>• Provision of permanent Automated Traffic Counters and permanent automated cycle route counters on all roads and cycle routes entering the existing highway network as of July 2016.</li> </ul>
<b>Community Facilities</b>
<ul style="list-style-type: none"> <li>• The provision of local centre uses/community hub (Policies NC3 and CM4)</li> <li>• Early Years Provision (Policy CM1)</li> </ul>
<b>Emergency Services</b>
<ul style="list-style-type: none"> <li>• Provision of fire hydrants and water supply for firefighting (Policy CM3)</li> </ul>
<b>Green Infrastructure, Leisure and Heritage</b>
<ul style="list-style-type: none"> <li>• The provision of <u>on-site</u> green infrastructure proportionate to the scale of the</li> </ul>

<p>new village. Land required in order to preserve Scheduled Monuments and other nationally/regionally important undesignated archaeological sites and their settings in situ should not be accounted for as public open space (Policy NC3)</p> <ul style="list-style-type: none"> <li>Public open space should be provided in accordance with the typologies and standards as set out in Policy EN3 of the Local Plan.</li> </ul> <p><u>Open Space typologies:</u>                  General Recreation (Major and Local Open Space) - 1ha per 1000 population                  Outdoor Sports (1.2 of which will be playing pitch) - 1.6ha per 1000 population                  Children's Play Areas - 0.3ha per 1000 population                  Allotments - 0.3ha per 1000 population</p> <ul style="list-style-type: none"> <li>Great Western Community Forest (on-site planting schemes) (Policy EN2)</li> <li>To protect on-site historical landscape features, heritage and archaeological assets and existing green-infrastructure</li> <li>To protect and enhance biodiversity, to maximise opportunities for habitat connectivity and provide net local biodiversity gain (Policies EN4 and NC3)</li> <li>Biodiversity, including the River Cole Corridor and River Cole Meadow County Wildlife Sites, is protected, integrated and enhanced (Policy NC3, part (c))</li> </ul>
<p><b>Waste and Utility Services</b></p> <ul style="list-style-type: none"> <li>On-site serviced infrastructure (gas, electricity, ICT and telecommunications) (Policy IN3)</li> <li>On-site dwelling house waste provision (design solutions for the appropriate storage of wheelie bins and recycling bins) (Waste Core Strategy Policy WCS6)</li> </ul>
<p><b>Other Policy considerations</b></p> <ul style="list-style-type: none"> <li>On-site flood mitigation works (Policies NC3 and EN6)</li> <li>The construction, management and maintenance of SUDs required on-site (Policy EN6)</li> </ul>

<p><b>Strategic Infrastructure Needs (Shared) <i>(this list is not exhaustive)</i></b></p>
<p><b>Transport and Movement (Policies TR1 and TR2)</b></p> <ul style="list-style-type: none"> <li>White Hart Junction Improvements including continuity works, comprising necessary carriageway, footway, cycleway and crossing facilities, between White Hart and Gablecross Junction works</li> <li>Southern Connector Road and Commonhead Roundabout link</li> <li>Contributions towards the highway links between development islands, and with the existing community</li> <li>Contributions to Junction 15 of the M4</li> <li>Contributions to Great Stall Bridge</li> </ul> <p><u>NEV Mitigation Works West of A419:</u></p> <ul style="list-style-type: none"> <li>Oxford Road/Nythe Road</li> <li>Greenbridge Roundabout</li> <li>Coate Water Roundabout</li> <li>Piccadilly Roundabout</li> </ul> <p><u>A420 Highway Improvements</u></p> <ul style="list-style-type: none"> <li>Gablecross Roundabout Improvements including continuity works, comprising necessary carriageway, footway, cycleway and crossing facilities, between Gablecross Junction and Police Station Access improvement works</li> </ul>

<ul style="list-style-type: none"> <li>• Police Station Access Improvements including continuity works, comprising necessary carriageway, footway, cycleway and crossing facilities, between Police Station Access and Symmetry Park junction works</li> </ul>
<p><b><u>Sustainable Transport Solutions</u></b></p> <ul style="list-style-type: none"> <li>• Contributions towards the Framework Travel Plan</li> <li>• Contributions towards Express Bus Network</li> <li>• Contributions towards Park and Ride Site</li> </ul>
<p><b>Education</b></p> <ul style="list-style-type: none"> <li>• Contributions towards Secondary School and Post 16-18 education (Policies NC3 and CM1)</li> </ul>
<p><b>Community Facilities</b></p> <ul style="list-style-type: none"> <li>• Contributions towards additional GP capacity equivalent to 11 Whole Time Equivalent GPs, plus additional dentist and pharmacy provision at the District Centre (Policies NC3 and CM2)</li> <li>• Contributions towards Adult Social Care (Policies IN1 and CM3)</li> <li>• Contributions towards the provision of library services (Policies IN1 and CM4)</li> </ul>
<p><b>Green Infrastructure, Leisure and Heritage</b></p> <ul style="list-style-type: none"> <li>• To protect historical landscape features, heritage and archaeological assets and existing green-infrastructure (Policy EN1)</li> <li>• Contributions towards Great Western Community Forest (off-site NEV related planting schemes) (Policy EN2)</li> <li>• Contributions towards strategic sports and leisure provision, including a leisure centre and swimming pool to be provided at the District Centre (Policy NC3)</li> <li>• Contributions towards heritage display and storage solutions (Policy EN10)</li> <li>• Contributions towards the management and maintenance of open space (Parish owned facilities) (Policy IN1)</li> <li>• Contributions towards Public Art projects (Policies IN1 and DE1)</li> </ul>
<p><b>Waste and Utility Services</b></p> <ul style="list-style-type: none"> <li>• Infrastructure to manage water supply and waste water (Policy IN2)</li> <li>• Household waste recycling provision (Waste Core Strategy Policy WCS6)</li> </ul>
<p><b>Other Policy Considerations</b></p> <ul style="list-style-type: none"> <li>• District Heating Network (Policy DE2)</li> <li>• The provision of flood mitigation works required off-site (Policy EN6)</li> <li>• The construction, management and maintenance of SUDs required off-site (Policy EN6)</li> </ul>
<p><b>Evidence Base</b></p> <ul style="list-style-type: none"> <li>• Swindon Borough Local Plan 2026 (March 2015)</li> <li>• NEV Masterplan (October 2016)</li> <li>• NEV IDP (October 2016)</li> <li>• Framework Travel Plan SPD (October 2016)</li> <li>• Residential Design Guide SPD (July 2016)</li> <li>• Swindon's Flood Risk Management Strategy (2014)</li> <li>• NEV SuDS Vision Draft SPD (2016)</li> </ul>



<b>Lotmead Village</b>	
<p>The village of Lotmead (formerly know was Earls court) is located south of Great Stall West and Great Stall East.</p> <p>Alongside this village infrastructure proforma, please refer to the Masterplan (October 2016) and the NEV IDP (October 2016).</p>	
	<p><b>Site Area</b> (approx.): 47 Hectares</p>
	<p><b>Main Land Uses:</b></p> <ul style="list-style-type: none"> <li>• approx. 1550 dwellings (Policy NC3)</li> <li>• 2FE Primary School (Policy NC3 and CM1)</li> <li>• Local centre (Policy NC3)</li> <li>• Sports Hub (NC3)</li> <li>• Open space provision (Policy EN3)</li> </ul>
	<p><b>Average Housing Density:</b> 40 dwellings per hectare (Policy NC3)</p>
	<p><b>Land Required:</b> Yes, to facilitate the delivery:</p> <ul style="list-style-type: none"> <li>• 2FE Primary School (2.2ha) (Policies NC3 and CM1)</li> <li>• The provision of a sports hub facility (Policy NC3)</li> <li>• A local centre (Policy NC3)</li> <li>• Open Space and allotments (Policy EN3)</li> <li>• Principal road network, including footways and cycleways to be dedicated as Highway maintainable at public expense.</li> </ul>
<p>Not to Scale For Illustrative Purposes Only © Crown copyright and Database Rights 100024296 2016</p>	
<p><b>Swindon Borough Local Plan 2026 Policies:</b> SD1, SD2, SD3, DE1, DE2, HA1, HA2, HA3, TR1, TR2, IN1, IN2, IN3, IN4, EC3,</p>	




<p>CM1-CM4, EN1, EN2, EN3, EN4, EN5, EN6, EN10, NC3  <b>Wiltshire and Swindon Waste Core Strategy (2006 – 2026) Policy:</b>  WCS6</p>
<p><b>Anticipated delivery:</b>  Phase 2</p>
<p><b>Local Infrastructure Needs (Site Specific) (this list is not exhaustive)</b></p>
<p><b>Design and Form of Development</b></p> <ul style="list-style-type: none"> <li>• High quality public realm including outdoor civic public space (Policy NC3)</li> <li>• High quality design throughout the development (Policy DE1)</li> <li>• The preparation of Design Codes (Policy SD3)</li> <li>• To demonstrate passive solar benefits through the layout and design of the development (Policy DE2)</li> <li>• All major non-residential development to meet BREEAM Excellent standard (Policy DE2)</li> <li>• Noise mitigation considerations (Policy DE1)</li> </ul>
<p><b>Residential</b></p> <ul style="list-style-type: none"> <li>• Variety of densities, house types and sizes to meet local needs and that respect character of surrounding area (Policy HA1)</li> <li>• Delivery of 30% Affordable Housing (Policies HA2 and NC3)</li> <li>• Wheelchair accessible housing (Policy HA3)</li> </ul>
<p><b>Education</b></p> <ul style="list-style-type: none"> <li>• 2FE Primary School with playing pitches and secured community access (Policies NC3 and CM1)</li> </ul>
<p><b>Transport and Movement (Policies TR1 and TR2)</b></p> <ul style="list-style-type: none"> <li>• To construct new roads and dedicate as Highway Maintainable at Public Expense, and provide public transport services to ensure north-south and east-west vehicular links securing connectivity to the adjacent new villages of Lower Lotmead (to the east), Redlands (to the south-east) and Upper Lotmead (to the west).</li> <li>• To construct and dedicate as highway maintainable at public expense a new road to Wanborough Road providing direct connection with the link to Commonhead Roundabout (Southern Connector Road) (Policy NC3).</li> <li>• Contributions towards Public Transport Services to serve the development site including Community transport and Special Educational Needs (SEN) transport.</li> <li>• To provide and dedicate as highway a walking and cycle network that integrates with existing networks and provides good connectivity within the development and to the surrounding area incorporating commuting and recreational routes, to facilitate links with proposed primary, secondary and further education facilities, the District Centre and Employment areas within the NEV development and also between Covingham and Wanborough along Wanborough Road (Policy NC3)</li> <li>• Provision of works or contributions to traffic management and calming scheme along Wanborough Road to reduce rat-running and traffic speeds (Policy NC3)</li> <li>• Access arrangements onto Wanborough Road shall be designed to avoid rat-running through Wanborough village.</li> <li>• Contributions to traffic calming and management measures within Wanborough and surrounding villages and hamlets to avoid rat-running</li> </ul>

<p>(Policy NC3)</p> <ul style="list-style-type: none"> <li>• Provision of permanent Automated Traffic Counters and permanent automated cycle route counters on all roads and cycle routes entering the existing highway network as of July 2016.</li> <li>• Contributions or works towards a scheme of works to increase capacity and maximise sustainable modes of transport at the following junctions as necessary and determined through the planning process:             <ol style="list-style-type: none"> <li>1. Kingfisher Drive/Merlin Way</li> <li>2. Covingham Drive/Merlin Way</li> <li>3. Merlin Way/A420 Slips (as required through phasing prior to White Hart Works)</li> <li>4. Kingfisher Drive/Dorcan Way</li> <li>5. Greenbridge Road/Dorcan Way</li> </ol> </li> </ul>
<p><b>Community Facilities</b></p> <p>The provision of community, recreation facilities and retail provision of an appropriate scale (Policies NC3 and CM4). To include:</p> <ul style="list-style-type: none"> <li>• To construct a local centre that offers retail provision of a scale that meets the daily shopping needs of the village (Policy NC3, Part (b))</li> <li>• The construction of a fully serviced 'sports hub' providing a minimum of 4 x adult size (or equivalent) grass playing pitches with ancillary services including changing room facilities, parking, clubhouse (Policy NC3)</li> </ul>
<p><b>Emergency Services</b></p> <ul style="list-style-type: none"> <li>• Provision of fire hydrants and water supply for firefighting (Policy CM3)</li> </ul>
<p><b>Green Infrastructure, Leisure and Heritage</b></p> <ul style="list-style-type: none"> <li>• The provision of <u>on-site</u> green infrastructure proportionate to the scale of the new village. Land required in order to preserve Scheduled Monuments and other nationally/regionally important undesignated archaeological sites and their settings in situ should not be accounted for as public open space <u>Open Space typologies set out in accord with Policy EN3:</u>              General Recreation (Major and Local Open Space) - 1ha per 1000 population              Outdoor Sports (1.2 of which will be playing pitch) - 1.6ha per 1000 population              Children's Play Areas - 0.3ha per 1000 population              Allotments - 0.3ha per 1000 population</li> <li>• Great Western Community Forest (on-site planting schemes) (Policy EN2)</li> <li>• To protect, acknowledge and enhance on-site historical landscape features, heritage and archaeological assets and existing green-infrastructure (Policy NC3, part (c)). This includes the historic route of the Roman Road, the Scheduled Monument and associated Heritage Park.</li> <li>• Biodiversity, including the River Cole Corridor and River Cole Meadow County Wildlife Sites, is protected, integrated and enhanced (Policy NC3, part c))</li> <li>• To protect and enhance biodiversity, to maximise opportunities for habitat connectivity and provide net local biodiversity gain (Policies EN4 and NC3)</li> </ul>
<p><b>Waste and Utility Services</b></p> <ul style="list-style-type: none"> <li>• On-site serviced infrastructure (gas, electricity, ICT and telecommunications) (Policy IN3)</li> <li>• On-site dwelling house waste provision (design solutions for the appropriate storage of wheelie bins and recycling bins) (Waste Core Strategy Policy WCS6)</li> </ul>

<p><b>Other Policy considerations</b></p> <ul style="list-style-type: none"> <li>• On-site flood mitigation works (Policy EN6)</li> <li>• The construction, management and maintenance of SUDs required on-site (Policy EN6)</li> </ul>
<p><b>Strategic Infrastructure Needs (Shared) <i>(this list is not exhaustive)</i></b></p>
<p><b>Transport and Movement (Policies TR1 and TR2)</b></p> <ul style="list-style-type: none"> <li>• White Hart Junction Improvements including continuity works, comprising necessary carriageway, footway, cycleway and crossing facilities, between White Hart and Gablecross Junction works</li> <li>• Southern Connector Road and Commonhead Roundabout link</li> <li>• Contributions towards the highway links between development islands, and with the existing community</li> <li>• Contributions to Junction 15 of the M4</li> <li>• Contributions to Great Stall Bridge</li> </ul> <p><u>NEV Mitigation Works West of A419:</u></p> <ul style="list-style-type: none"> <li>• Oxford Road/Nythe Road</li> <li>• Greenbridge Roundabout</li> <li>• Coate Water Roundabout</li> <li>• Piccadilly Roundabout</li> </ul> <p><u>A420 Highway Improvements</u></p> <ul style="list-style-type: none"> <li>• Gablecross Roundabout Improvements including continuity works, comprising necessary carriageway, footway, cycleway and crossing facilities, between Gablecross Junction and Police Station Access improvement works</li> <li>• Police Station Access Improvements including continuity works, comprising necessary carriageway, footway, cycleway and crossing facilities, between Police Station Access and Symmetry Park junction works</li> </ul> <p><u>Sustainable Transport Solutions</u></p> <ul style="list-style-type: none"> <li>• Contributions towards the Framework Travel Plan</li> <li>• Contributions towards Express Bus Network</li> <li>• Contributions towards Park and Ride Site</li> </ul>
<p><b>Education</b></p> <ul style="list-style-type: none"> <li>• Contributions towards Secondary School and Post 16-18 education (Policies NC3 and CM1)</li> </ul>
<p><b>Community Facilities</b></p> <ul style="list-style-type: none"> <li>• Contributions towards additional GP capacity equivalent to 11 Whole Time Equivalent GPs, plus additional dentist and pharmacy provision at the District Centre (Policies NC3 and CM2)</li> <li>• Contributions towards Adult Social Care (Policies IN1 and CM3)</li> <li>• Contributions towards the provision of library services (Policies IN1 and CM4)</li> </ul>
<p><b>Green Infrastructure, Leisure and Heritage</b></p> <ul style="list-style-type: none"> <li>• To protect historical landscape features, heritage and archaeological assets and existing green-infrastructure (Policy EN1)</li> <li>• Contributions towards Great Western Community Forest (off-site NEV related planting schemes) (Policy EN2)</li> <li>• Contributions towards strategic sports and leisure provision, including a leisure centre and swimming pool to be provided at the District Centre (Policy NC3)</li> </ul>

<ul style="list-style-type: none"><li>• Contributions towards heritage display and storage solutions (Policy EN10)</li><li>• Contributions towards the management and maintenance of open space (Parish owned facilities) (Policy IN1)</li><li>• Contributions towards Public Art Projects (Policies IN1 and DE1)</li></ul>
<b>Waste and Utility Services</b>
<ul style="list-style-type: none"><li>• Infrastructure to manage water supply and waste water (Policy IN2)</li><li>• Household waste recycling provision (Waste Core Strategy Policy WCS6)</li></ul>
<b>Other Policy Considerations</b>
<ul style="list-style-type: none"><li>• District Heating Network (Policy DE2)</li><li>• The provision of flood mitigation works required off-site (Policy EN6)</li><li>• The construction, management and maintenance of SUDs required off-site (Policy EN6)</li></ul>
<b>Evidence Base</b>
<ul style="list-style-type: none"><li>• Swindon Borough Local Plan 2026</li><li>• NEV Masterplan (October 2016)</li><li>• NEV IDP (October 2016)</li><li>• NEV Framework Travel Plan SPD (October 2016)</li><li>• Residential Design Guide SPD (2016)</li><li>• Swindon's Flood Risk Management Strategy (2014)</li><li>• NEV SuDS Vision Draft SPD (July 2016)</li></ul>



Lower Lotmead Village	
<p>The village of Lower Lotmead is located to the east of Lotmead Village.</p> <p>Alongside this village infrastructure proforma, please refer to the Masterplan (October 2016) and the NEV IDP (October 2016)</p>	
	<p><b>Site area</b> (approx.): 31 Hectares</p>
	<p><b>Main land uses:</b></p> <ul style="list-style-type: none"> <li>• approx. 800/900 dwellings (Policy NC3)</li> <li>• 2FE Primary School (Policies NC3 and CM1)</li> <li>• Local centre/community hub (Policy NC3)</li> <li>• Open space provision (Policy EN3)</li> </ul>
	<p><b>Average Housing Density:</b> 40 dwellings per hectare (Policy NC3)</p>
	<p><b>Land required:</b></p> <p>Yes, to facilitate the delivery:</p> <ul style="list-style-type: none"> <li>• 2FE Primary School (2.2ha) (Policies NC3 and CM1)</li> <li>• Open Space and allotments (Policy EN3)</li> <li>• Safeguard land for Canal route (Policies NC3 and EN11)</li> <li>• Principal road network, including footways and cycleways to be dedicated as Highway maintainable at public expense.</li> </ul>
	<p><b>Swindon Borough Local Plan 2026 Policies:</b></p> <p>SD1, SD2, SD3, DE1, DE2, HA1, HA2, HA3, TR1, TR2, IN1, IN2, IN3, IN4, EC3, CM1-CM4, EN1, EN3, EN6, EN10, EN11, NC3</p> <p><b>Wiltshire and Swindon Waste Core Strategy (2006 - 2026)</b></p> <p><b>Policy:</b> WCS6</p>
	<p><b>Anticipated delivery:</b></p> <p>Phase 2</p>
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<b>Local Infrastructure Needs (Site specific) (this list is not exhaustive)</b>
<b>Design and Form of Development</b>
<ul style="list-style-type: none"> <li>• High quality public realm including outdoor civic public space (NC3)</li> <li>• High quality design throughout the development (Policy DE1)</li> <li>• The preparation of Design Codes (Policy SD3)</li> <li>• To demonstrate passive solar benefits through the layout and design of the development (Policy DE2)</li> <li>• All major non-residential development will be required to meet Excellent BREEAM standard (Policy DE2)</li> <li>• Noise mitigation considerations (Policy DE1)</li> <li>• Development on its eastern edge will need to be carefully designed and landscaped to ensure that there is a gentle and gradual transition between the village and open countryside to the east (Policy DE1)</li> <li>• The form of development here should be arranged to ensure space between properties allowing views through and out to the open countryside (Policies DE1 and NC3)</li> </ul>
<b>Residential</b>
<ul style="list-style-type: none"> <li>• Variety of densities, house types and sizes to meet local needs and that respect character of surrounding area (Policy HA1)</li> <li>• Delivery of 30% Affordable Housing (Policies HA2 and NC3)</li> <li>• Wheelchair Accessible Housing (Policy HA3)</li> </ul>
<b>Education</b>
<ul style="list-style-type: none"> <li>• 2FE Primary School with playing pitches and secured community access (Policies NC3 and CM1)</li> </ul>
<b>Transport and Movement (Policies TR1 and TR2)</b>
<ul style="list-style-type: none"> <li>• To construct new roads and dedicate as Highway Maintainable at Public Expense, and provide public transport services to ensure north-south and east-west vehicular links securing connectivity to the neighbouring new villages of Lotmead (to the west), Great Stall East (to the north) and Redlands (to the south).</li> <li>• To provide and dedicate as highway a walking and cycle network that integrates with existing networks and provide good connectivity within the development and to the surrounding area incorporating commuting and recreational routes, to facilitate links with proposed primary, secondary and further education facilities, the District Centre and Employment areas (Policy NC3).</li> <li>• Contributions towards Public Transport Services to serve the development site including Community transport and Special Educational Needs (SEN) transport.</li> <li>• Provision of permanent Automated Traffic Counters and permanent automated cycle route counters on all roads and cycle routes entering the existing highway network as of July 2016.</li> </ul>
<b>Community Facilities</b>
<ul style="list-style-type: none"> <li>• The provision of local centre uses/community hub (Policies NC3 and CM4)</li> <li>• Early Years provision (Policy CM1)</li> </ul>
<b>Emergency Services</b>
<ul style="list-style-type: none"> <li>• Provision of fire hydrants and water supply for firefighting (Policy CM3)</li> </ul>
<b>Green Infrastructure, Leisure and Heritage</b>

<ul style="list-style-type: none"> <li>The provision of <u>on-site</u> green infrastructure proportionate to the scale of the new village. Land required in order to preserve Scheduled Monuments and other nationally/regionally important undesignated archaeological sites and their settings in situ should not be accounted for as public open space. <u>Open Space typologies:</u> General Recreation (Major and Local Open Space) - 1ha per 1000 population Outdoor Sports (1.2 of which will be playing pitch) - 1.6ha per 1000 population Children’s Play Areas - 0.3ha per 1000 population Allotments - 0.3ha per 1000 population</li> <li>Great Western Community Forest (on-site planting schemes) (Policy EN2)</li> <li>To protect on-site historical landscape features, heritage and archaeological assets and existing green-infrastructure</li> <li>To protect and enhance biodiversity, to maximise opportunities for habitat connectivity and provide net local biodiversity gain (Policies EN4 and NC3) Biodiversity, including the River Cole Corridor and River Cole Meadow County Wildlife Sites, is protected, integrated and enhanced (Policy NC3, part (c))</li> <li>The route for the Wilts &amp; Berks Canal will be safeguarded and protected from development (Policy NC3, part d)). Ensure that associated development infrastructure does not prejudice the delivery of the canal (Policy EN11, part (a)).</li> <li>To ensure non-coalescence of Lower Lotmead Village to protect the character and identity of Wanborough, (Bishopstone and Bourton villages) (Policy NC3, part (e))</li> </ul>
<p><b>Waste and Utility Services</b></p> <ul style="list-style-type: none"> <li>On-site serviced infrastructure (gas, electricity, ICT and telecommunications) (Policy IN3)</li> <li>On-site dwelling house waste provision (design solutions for the appropriate storage of wheelie bins and recycling bins) (Waste Core Strategy Policy WCS6)</li> </ul>
<p><b>Other Policy considerations</b></p> <ul style="list-style-type: none"> <li>On-site flood mitigation works (Policy NC3, Policy EN6)</li> <li>The construction, management and maintenance of SUDs required on-site (Policy EN6)</li> </ul>

<p><b>Strategic Infrastructure Needs (Shared) (this list is not exhaustive)</b></p> <p><b>Transport and Movement (Policies TR1 and TR2)</b></p> <ul style="list-style-type: none"> <li>White Hart Junction Improvements including continuity works, comprising necessary carriageway, footway, cycleway and crossing facilities, between White Hart and Gablecross Junction works</li> <li>Southern Connector Road and Commonhead Roundabout link</li> <li>Contributions towards the highway links between development islands, and with the existing community</li> <li>Contributions to Junction 15 of the M4</li> <li>Contributions to Great Stall Bridge</li> </ul> <p><u>NEV Mitigation Works West of A419:</u></p> <ul style="list-style-type: none"> <li>Oxford Road/Nythe Road</li> </ul>
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<ul style="list-style-type: none"> <li>• Greenbridge Roundabout</li> <li>• Coate Water Roundabout</li> <li>• Piccadilly Roundabout</li> </ul> <p><u>A420 Highway Improvements</u></p> <ul style="list-style-type: none"> <li>• Gablecross Roundabout Improvements including continuity works, comprising necessary carriageway, footway, cycleway and crossing facilities, between Gablecross Junction and Police Station Access improvement works</li> <li>• Police Station Access Improvements including continuity works, comprising necessary carriageway, footway, cycleway and crossing facilities, between Police Station Access and Symmetry Park junction works</li> </ul> <p><u>Sustainable Transport Solutions</u></p> <ul style="list-style-type: none"> <li>• Contributions towards the Framework Travel Plan</li> <li>• Contributions towards Express Bus Network</li> <li>• Contributions towards Park and Ride Site</li> </ul>
<b>Education</b>
<ul style="list-style-type: none"> <li>• Contributions towards Secondary School and Post 16-18 education (Policies NC3 and CM1)</li> </ul>
<b>Community Facilities</b>
<ul style="list-style-type: none"> <li>• Contributions towards additional GP capacity equivalent to 11 Whole Time Equivalent GPs, plus additional dentist and pharmacy provision at the District Centre (Policies NC3 and CM2)</li> <li>• Contributions towards Adult Social Care (Policies IN1 and CM3)</li> <li>• Contributions towards the provision of library services (Policies IN1 and CM4)</li> <li>• Contributions towards Early Years provision (Policy CM1)</li> </ul>
<b>Green Infrastructure, Leisure and Heritage</b>
<ul style="list-style-type: none"> <li>• To protect historical landscape features, heritage and archaeological assets and existing green-infrastructure (Policy EN1)</li> <li>• Contributions towards Great Western Community Forest (off-site NEV related planting schemes) (Policy EN2)</li> <li>• Contributions towards strategic sports and leisure provision, including a leisure centre and swimming pool to be provided at the District Centre (Policy NC3)</li> <li>• Contributions towards heritage display and storage solutions (Policy EN10)</li> <li>• Contributions towards the management and maintenance of open space (Parish owned facilities)</li> <li>• Contributions towards Public Art Projects (Policy DE1)</li> </ul>
<b>Waste and Utility Services</b>
<ul style="list-style-type: none"> <li>• Infrastructure to manage water supply and waste water (Policy IN2)</li> <li>• Household waste recycling provision (Waste Core Strategy Policy WCS6)</li> </ul>
<b>Other Policy Considerations</b>
<ul style="list-style-type: none"> <li>• District Heating Network (Policy DE2)</li> <li>• The provision of flood mitigation works required off-site (Policy EN6)</li> <li>• The construction, management and maintenance of SUDs required off-site (Policy EN6)</li> </ul>

**Evidence Base**

- Swindon Borough Local Plan 2026 (March 2015)
- NEV Masterplan (October 2016)
- NEV IDP (October 2016)
- NEV Framework Travel Plan SPD (October 2016)
- Residential Design Guide SPD (2016)
- Swindon's Flood Risk Management Strategy (2014)
- NEV SuDS Vision Draft SPD (July 2016)



## Redlands Village

The village of Redlands will be located on the airfield, north of Wanborough Road.

Alongside this village infrastructure proforma, please refer to the Masterplan (October 2016) and the NEV IDP (October 2016).



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**Site Area (approx.)** : 19 hectares

### Main Land Uses:

- approx. 300-400 dwellings
- Land safeguarded for the future provision of a 2FE Primary School (Policy NC3)
- Open space and allotment provision (Policy EN3)
- A local convenience store/community hub (Policy NC3)

**Average Housing Density:** 40 dwellings per hectare (Policy NC3)

**Land required:**

<p>Yes, to facilitate the delivery:</p> <ul style="list-style-type: none"> <li>• 2FE Primary School (2.2ha)</li> <li>• Local centre/community hub</li> <li>• An extensive green infrastructure network connecting</li> <li>• Open Space and allotments</li> <li>• Principal road network, including footways and cycleways to be dedicated as Highway maintainable at public expense.</li> </ul>
<p><b>Swindon Borough Local Plan 2026 Policies:</b></p>
<p>SD1, SD2, SD3, DE1, DE2, HA1, HA2, HA3, TR1, TR2, IN1, IN2, IN3, IN4, EC3, CM1-CM4, EN1, EN3, EN6, EN10, EN11, NC3</p> <p><b>Wiltshire and Swindon Waste Core Strategy (2006 – 2026) Policy:</b></p> <p>WCS6</p>
<p><b>Anticipated delivery:</b></p>
<p>Phase 3</p>

<p><b>Local Infrastructure Needs (Site Specific) (this list is not exhaustive)</b></p>
<p><b>Design and Form of development</b></p> <ul style="list-style-type: none"> <li>• High quality public realm including outdoor civic public space (Policy NC3)</li> <li>• High quality design throughout the development (Policy DE1)</li> <li>• The preparation of Design Codes (Policy SD3)</li> <li>• To demonstrate passive solar benefits through the layout and design of the development (Policy DE2)</li> <li>• All major non-residential development to meet Excellent BREEAM standard (Policy DE2)</li> <li>• Noise mitigation considerations (Policy DE1)</li> </ul>
<p><b>Residential</b></p> <ul style="list-style-type: none"> <li>• Variety of densities, house types and sizes to meet local needs and that respect character of surrounding area (Policy HA1)</li> <li>• Delivery of 30% Affordable Housing (Policies HA2 and NC3)</li> <li>• Wheelchair Accessible Housing (Policy HA3)</li> </ul>
<p><b>Education</b></p> <ul style="list-style-type: none"> <li>• Land safeguarded for the future provision of a 2FE Primary School with playing pitches and secured community access (Policies NC3 and CM1)</li> </ul>
<p><b>Transport and Movement (Policies TR1 and TR2)</b></p> <ul style="list-style-type: none"> <li>• To construct new roads and dedicate as Highway Maintainable at Public Expense, and provide public transport services to ensure north-south vehicular links securing connectivity to the neighbouring new village of Lower Lotmead.</li> <li>• To provide and dedicate as highway a walking and cycle network and improvements that integrate with existing networks and provide good connectivity within the development and to the surrounding area incorporating commuting and recreational routes, to facilitate links with proposed primary, secondary and further education facilities, the District Centre and Employment areas within the NEV development and also between Covingham and Wanborough and along Wanborough Road (Policy NC3).</li> <li>• Access arrangements onto Wanborough Road shall be designed to</li> </ul>

<p>avoid rat-running through Wanborough village.</p> <ul style="list-style-type: none"> <li>• Contributions towards Public Transport Services to serve the development site including Community transport and Special Educational Needs (SEN) transport.</li> <li>• Provision of works or contributions to traffic management and calming scheme along Wanborough Road to reduce rat-running and traffic speeds (Policy NC3).</li> <li>• Contributions to traffic calming and management measures within Wanborough and surrounding villages and hamlets to avoid rat-running (Policy NC3).</li> <li>• Provision of permanent Automated Traffic Counters and permanent automated cycle route counters on all roads and cycle routes entering the existing highway network as of July 2016 (Policies TR1 and TR2).</li> <li>• Contributions or works towards a scheme of works to increase capacity and maximise sustainable modes of transport at the following junctions as necessary and determined through the planning process:             <ol style="list-style-type: none"> <li>1. Kingfisher Drive/Merlin Way</li> <li>2. Covingham Drive/Merlin Way</li> <li>3. Merlin Way/A420 Slips (as required through phasing prior to White Hart Works)</li> <li>4. Kingfisher drive/Dorcan Way</li> <li>5. Greenbridge Road/Dorcan Way</li> </ol> </li> </ul>
<p><b>Community Facilities</b></p> <p>The provision of community, recreation facilities and retail provision of an appropriate scale (Policies NC3 and CM4). To include:</p> <ul style="list-style-type: none"> <li>• Construction of a local convenience store/community hub (Policy NC3)</li> <li>• Early Years Provision (Policy CM1)</li> </ul>
<p><b>Emergency Services</b></p> <ul style="list-style-type: none"> <li>• Provision of fire hydrants and water supply for firefighting (Policy CM3)</li> </ul>
<p><b>Green Infrastructure, Leisure and Heritage</b></p> <ul style="list-style-type: none"> <li>• The provision of <u>on-site</u> green infrastructure proportionate to the scale of the new village. Land required in order to preserve Scheduled Monuments and other nationally/regionally important undesignated archaeological sites and their settings in situ should not be accounted for as public open space.  <u>Open Space typologies set out in accord with Policy EN3:</u>              General Recreation (Major and Local Open Space) - 1ha per 1000 population              Outdoor Sports (1.2 of which will be playing pitch) - 1.6ha per 1000 population              Children’s Play Areas - 0.3ha per 1000 population              Allotments - 0.3ha per 1000 population</li> <li>• Great Western Community Forest (on-site planting schemes) (Policy EN2)</li> <li>• To protect on-site historical landscape features, heritage and archaeological assets and existing green infrastructure (Policy EN1)</li> <li>• To protect and enhance biodiversity, to maximise opportunities for habitat connectivity and provide net local biodiversity gain (Policies EN4 and NC3)</li> </ul>

- To ensure non-coalescence of Redlands village to protect the character and identity of Wanborough, Bishopstone and Bourton villages (Policy NC3, part (e))
- The route for the Wilts & Berks Canal will be safeguarded and protected from development (Policy NC3, part d)). It is important to ensure that associated infrastructure of development does not prejudice the delivery of the canal (Policy EN11, part (a)).

#### **Waste and Utility Services**

- On-site serviced infrastructure (gas, electricity, ICT and telecommunications) (Policy IN3)
- On-site dwelling house waste provision (design solutions for the appropriate storage of wheelie bins and recycling bins) (Waste Core Strategy Policy WCS6)

#### **Other Policy considerations**

- On-site flood mitigation works (Policy EN6)
- The construction, management and maintenance of SUDs required on-site (Policy EN6)

### **Strategic Infrastructure Needs (Shared) (this list is not exhaustive)**

#### **Transport and Movement (Policies TR1 and TR2)**

- White Hart Junction Improvements including continuity works, comprising necessary carriageway, footway, cycleway and crossing facilities, between White Hart and Gablecross Junction works
- Southern Connector Road and Commonhead Roundabout link
- Contributions towards the highway links between development islands, and with the existing community
- Contributions to Junction 15 of the M4
- Contributions to Great Stall Bridge

#### NEV Mitigation Works West of A419:

- Oxford Road/Nythe Road
- Greenbridge Roundabout
- Coate Water Roundabout
- Piccadilly Roundabout

#### A420 Highway Improvements

- Gablecross Roundabout Improvements including continuity works, comprising necessary carriageway, footway, cycleway and crossing facilities, between Gablecross Junction and Police Station Access improvement works
- Police Station Access Improvements including continuity works, comprising necessary carriageway, footway, cycleway and crossing facilities, between Police Station Access and Symmetry Park junction works


#### Sustainable Transport Solutions

- Contributions towards the Framework Travel Plan
- Contributions towards Express Bus Network
- Contributions towards Park and Ride Site

<b>Education</b>
<ul style="list-style-type: none"> <li>• Contributions towards Secondary School and Post 16-18 education (Policies NC3 and CM1)</li> </ul>
<b>Community Facilities</b>
<ul style="list-style-type: none"> <li>• Contributions towards additional GP capacity equivalent to 11 Whole Time Equivalent GPs, plus additional dentist and pharmacy provision at the District Centre (Policies NC3 and CM2)</li> <li>• Contributions towards Adult Social Care (Policies IN1 and CM3)</li> <li>• Contributions towards the provision of library services (Policies IN1 and CM4)</li> <li>• Contributions towards Early Years provision (Policy CM1)</li> </ul>
<b>Green Infrastructure, Leisure and Heritage</b>
<ul style="list-style-type: none"> <li>• To protect historical landscape features, heritage and archaeological assets and existing green infrastructure (Policy EN1)</li> <li>• To ensure non-coalescence of Redlands village to protect the character and identity of Wanborough village (Policy NC3, part (e)). Land between the New Eastern Villages site boundary and the existing villages shall remain part of the countryside.</li> <li>• Contributions towards Great Western Community Forest (off- site NEV related planting schemes) (Policy EN2)</li> <li>• Contributions towards strategic sports and leisure provision, including a leisure centre and swimming pool to be provided at the District Centre (Policy NC3)</li> <li>• Contributions towards heritage display and storage solutions (Policy EN10)</li> <li>• Contributions towards the management and maintenance of open space (Parish owned facilities) (Policy IN1)</li> <li>• Contributions towards Public Art projects (Policies IN1 and DE1)</li> </ul>
<b>Waste and Utility Services</b>
<ul style="list-style-type: none"> <li>• Infrastructure to manage water supply and waste water (Policy IN2)</li> <li>• Household waste recycling provision (Waste Core Strategy Policy WCS6)</li> </ul>
<b>Other Policy Considerations</b>
<ul style="list-style-type: none"> <li>• District Heating Network (Policy DE2)</li> <li>• The provision of flood mitigation works required off-site (Policy EN6)</li> <li>• The construction, management and maintenance of SUDs required off-site (Policy EN6)</li> </ul>
<b>Evidence Base</b>
<ul style="list-style-type: none"> <li>• Swindon Borough Local Plan 2026 (March 2015)</li> <li>• NEV Masterplan (October 2016)</li> <li>• NEV IDP (October 2016)</li> <li>• NEV Framework Travel Plan SPD (October 2016)</li> <li>• Residential Design Guide SPD (2016)</li> <li>• Swindon's Flood Risk Management Strategy (2014)</li> <li>• NEV SuDS Vision Draft SPD (July 2016)</li> </ul>





<b>Foxbridge Village</b>	
<p>The village of Foxbridge will be located to the south of Wanborough Road.</p>	
<p>Alongside this village infrastructure proforma, please refer to the Masterplan (October 2016) and the NEV IDP (October 2016).</p>	
	<p><b>Site Area (approx.):</b> 27 hectares</p>
	<p><b>Main Land Uses:</b></p> <ul style="list-style-type: none"> <li>• approx. 700 dwellings (Policy NC3)</li> <li>• Land safeguarded for a new fire station at the southern end of the village (Draft EV SPD)</li> <li>• Land safeguarded for the future provision of a 2FE Primary School (Policy NC3 and CM1)</li> <li>• Local centre/community hub</li> <li>• Open space and sport hub provision (Policy NC3 and EN3)</li> </ul>
	<p><b>Average Housing Density:</b> 40 dwellings per hectare (Policy NC3)</p>
	<p><b>Land Required:</b></p>
	<p>Yes, to facilitate the delivery:</p> <ul style="list-style-type: none"> <li>• 2FE Primary School (2.2ha) (Policy NC3 and CM1)</li> <li>• Local centre/community hub</li> <li>• Southern Connector Road (Policies TR1 and TR2)</li> <li>• Land safeguarded for the canal route (Policy EN11)</li> <li>• Open Space and allotments (Policy EN3)</li> <li>• Principal road network, including footways and cycleways to be dedicated as Highway maintainable at public expense. (Policies TR1 and TR2)</li> </ul>
<p>Not to scale For Illustrative Purposes Only © Crown copyright and Database Rights 100024296 2016</p>	<p><b>Swindon Borough Local Plan 2026 Policies:</b></p>
<p>SD1, SD2, SD3, DE1, DE2, HA1, HA2, HA3, TR1, TR2, IN1, IN2, IN3, IN4, EC3, CM1-CM4, EN1, EN3, EN6, EN10, EN11, NC3.</p> <p><b>Wiltshire and Swindon Waste Core Strategy (2006 - 2026)</b> <b>Policy:</b> WCS6</p>	
<p><b>Anticipated Delivery:</b> Phase 3</p>	
<p><b>Local Infrastructure Needs (Site Specific) (this list is not exhaustive)</b></p>	

<b>Design and Form of Development</b>
<ul style="list-style-type: none"> <li>• High quality public realm including outdoor civic public space (NC3)</li> <li>• High quality design throughout the development (Policy DE1)</li> <li>• The preparation of Design Codes (Policy SD3)</li> <li>• To demonstrate passive solar benefits through the layout and design of the development (Policy DE2)</li> <li>• All major non-residential development to meet Excellent BREEAM standard (Policy DE2)</li> <li>• Due to the proximity of the A419, noise attenuation is likely to be required (Policy DE1)</li> </ul>
<b>Residential</b>
<ul style="list-style-type: none"> <li>• Variety of densities, house types and sizes to meet local needs and that respect character of surrounding area (Policy HA1)</li> <li>• Delivery of 30% Affordable Housing (Policies HA2 and NC3)</li> <li>• Wheelchair accessible housing (Policy HA3)</li> </ul>
<b>Education</b>
<ul style="list-style-type: none"> <li>• Land safeguarded for the future provision of a 2FE Primary School with playing pitches and secured community access (Policies NC3 and CM1)</li> </ul>
<b>Transport and Movement (Policies TR1 and TR2)</b>
<ul style="list-style-type: none"> <li>• To construct and dedicate as highway maintainable at public expense a road through the development site from Wanborough Road facilitating the northern section of the link to the Commonhead Roundabout (Southern Connector Road)</li> <li>• To construct new roads and dedicate as Highway Maintainable at Public Expense, and provide public transport services to connect with Swindon and internally within the NEV development</li> <li>• Contributions towards Public Transport Services to serve the development site including Community transport and Special Educational Needs (SEN) transport</li> <li>• Provision of works or contributions to traffic management and calming scheme along Wanborough Road to reduce rat-running and traffic speeds (Policy NC3)</li> <li>• Contributions to traffic calming and management measures within Wanborough and surrounding villages and hamlets to avoid rat-running (Policy NC3) (subject to direct access to Wanborough Road)</li> <li>• Provision of permanent Automated Traffic Counters and permanent automated cycle route counters on all roads and cycle routes entering the existing highway network as of July 2016</li> <li>• To provide and dedicate as highway a walking and cycle network that integrates with existing networks and provides good connectivity within the development and to the surrounding area incorporating commuting and recreational routes, to facilitate links with proposed primary, secondary and further education facilities, the District Centre and Employment areas within the NEV development and also between Covingham and Wanborough along Wanborough Road (Policy NC3).</li> </ul>
<b>Community Facilities</b>
<p>The provision of community, health, recreation facilities and retail provision of an appropriate scale (Policies NC3, CM1 and CM4). To include:</p> <ul style="list-style-type: none"> <li>• Construction of a local centre that offers retail provision of a scale that meets the daily shopping needs of the village (Policy NC3, Part (b))</li> </ul>

<ul style="list-style-type: none"> <li>• Early Years provision (Policy CM1)</li> </ul>
<b>Emergency Services</b>
<ul style="list-style-type: none"> <li>• Provision of fire hydrants and water supply for firefighting (Policy CM3)</li> </ul>
<b>Green Infrastructure, Leisure and Heritage</b>
<ul style="list-style-type: none"> <li>• The provision of <u>on-site</u> green infrastructure proportionate to the scale of the new village. Land required in order to preserve Scheduled Monuments and other nationally/regionally important undesignated archaeological sites and their settings in situ should not be accounted for as public open space. <u>Open Space typologies set out in accord with Policy EN3:</u> General Recreation (Major and Local Open Space) - 1ha per 1000 population Outdoor Sports (1.2 of which will be playing pitch) - 1.6ha per 1000 population Children’s Play Areas - 0.3ha per 1000 population Allotments - 0.3ha per 1000 population</li> <li>• Great Western Community Forest (on-site planting schemes) (Policy EN2)</li> <li>• To protect on-site historical landscape features, heritage and archaeological assets and existing green-infrastructure (Policy EN1 and EN10)</li> <li>• To protect and enhance biodiversity, to maximise opportunities for habitat connectivity and provide net local biodiversity gain (Policies EN4 and NC3)</li> <li>• The historic environment, including the Scheduled Monument, Earls court Manor, Great Moorleaze Farm and other Listed Buildings are protected, acknowledged and enhanced (Policy NC3, part (c))</li> <li>• To ensure non-coalescence of Foxbridge village to protect the character and identity of Wanborough, (Bishopstone and Bourton) (Policy NC3, part e))</li> <li>• The route for the Wilts &amp; Berks Canal will be safeguarded and protected from development (Policy NC3, part d)). It is important to ensure that associated infrastructure of development does not prejudice the delivery of the canal (Policy EN11, part a)).</li> </ul>
<b>Waste and Utility Services</b>
<ul style="list-style-type: none"> <li>• On-site serviced infrastructure (gas, electricity, ICT and telecommunications) (Policy IN3)</li> <li>• On-site dwelling house waste provision (design solutions for the appropriate storage of wheelie bins and recycling bins) (Waste Core Strategy Policy WCS6)</li> </ul>
<b>Other Policy Considerations</b>
<ul style="list-style-type: none"> <li>• On-site flood mitigation works (Policy EN6)</li> <li>• The construction, management and maintenance of SUDs required on-site (Policy EN6)</li> </ul>

<b>Strategic Infrastructure Needs (Shared) (this list is not exhaustive)</b>
<b>Transport and Movement (Policies TR1 and TR2)</b>
<ul style="list-style-type: none"> <li>• White Hart Junction Improvements including continuity works, comprising necessary carriageway, footway, cycleway and crossing facilities, between White Hart and Gablecross Junction works</li> <li>• Southern Connector Road and Commonhead Roundabout link</li> <li>• Contributions towards the highway links between development islands, and with the existing community</li> <li>• Contributions to Junction 15 of the M4</li> <li>• Contributions to Great Stall Bridge</li> </ul>

<p><b><u>NEV Mitigation Works West of A419:</u></b></p> <ul style="list-style-type: none"> <li>• Oxford Road/Nythe Road</li> <li>• Greenbridge Roundabout</li> <li>• Coate Water Roundabout</li> <li>• Piccadilly Roundabout</li> </ul> <p><b><u>A420 Highway Improvements</u></b></p> <ul style="list-style-type: none"> <li>• Gablecross Roundabout Improvements including continuity works, comprising necessary carriageway, footway, cycleway and crossing facilities, between Gablecross Junction and Police Station Access improvement works</li> <li>• Police Station Access Improvements including continuity works, comprising necessary carriageway, footway, cycleway and crossing facilities, between Police Station Access and Symmetry Park junction works</li> </ul> <p><b><u>Sustainable Transport Solutions</u></b></p> <ul style="list-style-type: none"> <li>• Contributions towards the Framework Travel Plan</li> <li>• Contributions towards Express Bus Network</li> <li>• Contributions towards Park and Ride Site</li> </ul>
<p><b>Education</b></p> <ul style="list-style-type: none"> <li>• Contributions towards Secondary School and Post 16-18 education (Policies NC3 and CM1)</li> </ul>
<p><b>Community Facilities</b></p> <ul style="list-style-type: none"> <li>• Contributions towards additional GP capacity equivalent to 11 Whole Time Equivalent GPs, plus additional dentist and pharmacy provision at the District Centre (Policies NC3 and CM2)</li> <li>• Contributions towards Adult Social Care (Policies IN1 and CM3)</li> <li>• Contributions towards the provision of library services (Policies IN1 and CM4)</li> <li>• Contributions towards Early Years provision (Policy CM1)</li> </ul>
<p><b>Green Infrastructure, Leisure and Heritage</b></p> <ul style="list-style-type: none"> <li>• To protect historical landscape features, heritage and archaeological assets and existing green infrastructure (Policy EN1)</li> <li>• To ensure non-coalescence of Foxbridge village to protect the character and identity of Wanborough village (Policy NC3, part (e)). Land between the New Eastern Villages site boundary and the existing villages shall remain part of the countryside (Policy NC3)</li> <li>• Contributions towards Great Western Community Forest (off-site NEV related planting schemes) (Policy EN2)</li> <li>• Contributions towards strategic sports and leisure provision, including a leisure centre and swimming pool to be provided at the District Centre (Policy NC3)</li> <li>• Contributions towards heritage display and storage solutions (Policy EN10)</li> <li>• Contributions towards the management and maintenance of open space (Parish owned facilities) (Policy NC3 and EN3)</li> <li>• Contributions towards Public Art projects (Policies IN1 and DE1)</li> </ul>
<p><b>Waste and Utility Services</b></p> <ul style="list-style-type: none"> <li>• Infrastructure to manage water supply and waste water (Policy IN2)</li> <li>• Household waste recycling provision (Waste Core Strategy Policy WCS6)</li> </ul>
<p><b>Other Policy considerations</b></p> <ul style="list-style-type: none"> <li>• District Heating Network (Policy DE2)</li> <li>• The provision of flood mitigation works required off-site (Policy EN6)</li> </ul>

- The construction, management and maintenance of SUDs required off-site (Policy EN6)

**Evidence Base**

- Swindon Borough Local Plan 2026 (March 2015)
- NEV Masterplan (October 2016)
- NEV IDP (October 2016)
- NEV Framework Travel Plan SPD (October 2016)
- Residential Design Guide SPD (2016)
- Swindon's Flood Risk Management Strategy (2014)
- NEV SuDS Vision Draft SPD (July 2016)





## Great Stall East

The village of Great Stall East will be located in the north-east section of the NEV and south of the A420.

Alongside this village infrastructure proforma, please refer to the Masterplan (October 2016) and the NEV IDP (October 2016).



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**Site Area** (approx.): 50 Hectares

### Main Land Uses:

- Approx. 1100 dwellings (Policy NC3)
- Land safeguarded for the delivery of a minimum 10 FE Secondary School, 16-18 education and 2FE Primary School (Policies NC3 and CM1)
- Park and Ride site (Policy NC3)
- Local Centre (Policy NC3)
- The provision of a sports hub facility (Policy NC3)
- Open space provision (Policies EN3 and NC3)

**Average Housing Density:** 40 dwellings per hectare (Policy NC3)

### Land Required:

Yes, to facilitate the delivery:

- Land safeguarded for the provision of a minimum 10FE Secondary School and 16-18 education (Policies NC3 and CM1)
- Land safeguarded for the provision of a 2FE Primary School (Policies NC3 and CM1)
- Land safeguarded for Park & Ride site (Policy NC3)
- Open Space provision (Policies EN3 and NC3)
- Principal road network, including footways and cycleways to be dedicated as Highway maintainable at Public Expense. (Policies TR1 and TR2)

**Swindon Borough Local Plan 2026 Policies:**



SD1, SD2, SD3, DE1, DE2, HA1, HA2, HA3, TR1, TR2, IN1, IN2, IN3, IN4, EC3, CM1-CM4, EN1, EN3, EN6, EN10, NC3.

**Wiltshire and Swindon Waste Core Strategy (2006 - 2026) Policy:**

WCS6

**Anticipated Delivery:**

Phase 2

**Local Infrastructure Needs (Site Specific) (this list is not exhaustive)**

**Design and Form of Development**

- High quality public realm including outdoor civic public space (NC3)
- High quality design throughout the development (Policy DE1)
- The preparation of Design Codes (Policy SD3)
- To demonstrate passive solar benefits through the layout and design of the development (Policy DE2)
- All major non-residential development will be required to meet Excellent BREEAM standard (Policy DE2)
- Due to the proximity of the A420, noise attenuation is likely to be required (Policy DE1)
- The villages of Great Stall and Great Stall East will be the most visible part of the development from the A420. Therefore it is essential that as a 'gateway' to Swindon and the New Eastern Villages that high quality design and use of high quality materials is achieved (Policy NC3 and DE1)

**Residential**

- Variety of densities, house types and sizes to meet local needs and that respect character of surrounding area (Policy HA1)
- Delivery of 30% Affordable Housing (Policies HA2 and NC3)
- Wheelchair accessible housing (Policy HA3)

**Employment**

There are planning consents for the delivery of employment uses on this site, also known as Symmetry Park.

- There are further employment opportunities across the site within the local centre and education campus

**Education**

- Minimum 10FE Secondary School and 16-18 education provision with playing pitches and secured community access (Policies NC3 and CM1)
- 2FE Primary School with early years facilities and playing pitches with secured community access (Policies NC3 and CM1)

**Transport and Movement (Policies TR1 and TR2)**

- To construct new roads and dedicate as Highway Maintainable at Public Expense, and provide public transport services to ensure north-south and east-west vehicular links securing connectivity to the A420 (to the north), Lower Lotmead (to the south), Symmetry Park (to the west)
- To provide and dedicate as highway a walking and cycle network that integrate with existing networks and provide good connectivity within the development and to the surrounding area incorporating commuting and recreational routes, to facilitate links with proposed primary, secondary and further education facilities, the District Centre and Employment areas.(Policy NC3)

<ul style="list-style-type: none"> <li>• Provision of a 1000 (3ha) space Park and Ride site</li> <li>• To construct and dedicate the Core express bus route along the proposed east-west link, incorporating bus only section of network and diverted and tortuous general vehicle route to avoid A420 bypass rat-running</li> <li>• Contributions towards Public Transport Services to serve the development site including Community transport and Special Educational Needs (SEN) transport (Policies TR1 and TR2)</li> <li>• Provision of permanent Automated Traffic Counters and permanent automated cycle route counters on all roads and cycle routes entering the existing highway network as of July 2016</li> <li>• Contributions towards footbridge (FP5) over railway</li> <li>• Footway/cycleway improvements along the A420 between the Symmetry Park access works and the A420 eastern access to the Park and Ride</li> </ul>
<p><b>Community Facilities</b></p> <ul style="list-style-type: none"> <li>• To construct a local centre that offers provision of a scale that meets the day to day needs of the village (Policies CM4 and NC3, Part b)</li> <li>• Sports facilities including the construction of a fully serviced 'sports hub' providing a minimum of 4 x adult size (or equivalent) grass playing pitches with ancillary services including changing room facilities, parking, clubhouse (secured public access) (Policy NC3)</li> <li>• Early Years Provision (Policy CM1)</li> </ul>
<p><b>Emergency Services</b></p> <ul style="list-style-type: none"> <li>• Provision of fire hydrants and water supply for firefighting (Policy CM3)</li> </ul>
<p><b>Green Infrastructure, Leisure and Heritage</b></p> <ul style="list-style-type: none"> <li>• An extensive green infrastructure network that maximises opportunities for habitat connectivity and enhanced biodiversity including extending the River Cole green infrastructure corridor (Policies EN4 and NC3)</li> <li>• The provision of <u>on-site</u> green infrastructure proportionate to the scale of the new village. Land required in order to preserve Scheduled Monuments and other nationally/regionally important undesignated archaeological sites and their settings in situ should not be accounted for as public open space.</li> <li>• Public open space should be provided in accordance with the typologies and standards as set out in Policy EN3 of the Local Plan. <u>Open Space typologies:</u> General Recreation (Major and Local Open Space) - 1ha per 1000 population Outdoor Sports (1.2 of which will be playing pitch) - 1.6ha per 1000 population Children's Play Areas - 0.3ha per 1000 population Allotments - 0.3ha per 1000 population</li> <li>• Great Western Community Forest (on-site planting schemes) (Policy EN2)</li> <li>• To protect on-site historical landscape features, heritage and archaeological assets and existing green-infrastructure (Policy EN1)</li> <li>• To protect and enhance biodiversity, to maximise opportunities for habitat connectivity and provide net local biodiversity gain (Policies EN4 and NC3)</li> <li>• To ensure non-coalescence of Great Stall East village to protect the character and identity of Wanborough Bishopstone and Bourton villages (Policy NC3, part (e))</li> </ul>
<p><b>Waste and Utility Services</b></p>

<ul style="list-style-type: none"> <li>• On-site serviced infrastructure (gas, electricity, ICT and telecommunications) (Policy IN3)</li> <li>• On-site dwelling waste provision (design solutions for the appropriate storage of wheelie bins and recycling bins) (Waste Core Strategy Policy WCS6)</li> </ul>
<p><b>Other Policy Considerations</b></p>
<ul style="list-style-type: none"> <li>• On-site flood mitigation works (Policy NC3, Policy EN6)</li> <li>• The construction, management and maintenance of SUDs required on-site (Policy EN6)</li> </ul>

<p><b>Strategic Infrastructure Needs (Shared) (this list is not exhaustive)</b></p>
<p><b>Transport and Movement (Policies TR1 and TR2)</b></p>
<ul style="list-style-type: none"> <li>• White Hart Junction Improvements including continuity works, comprising necessary carriageway, footway, cycleway and crossing facilities, between White Hart and Gablecross Junction works</li> <li>• Southern Connector Road and Commonhead Roundabout link</li> <li>• Contributions towards the highway links between development islands, and with the existing community</li> <li>• Contributions to Junction 15 of the M4</li> <li>• Contributions to Great Stall Bridge</li> </ul> <p><u>NEV Mitigation Works West of A419:</u></p> <ul style="list-style-type: none"> <li>• Oxford Road/Nythe Road</li> <li>• Greenbridge Roundabout</li> <li>• Coate Water Roundabout</li> <li>• Piccadilly Roundabout</li> </ul> <p><u>A420 Highway Improvements</u></p> <ul style="list-style-type: none"> <li>• Gablecross Roundabout Improvements including continuity works, comprising necessary carriageway, footway, cycleway and crossing facilities, between Gablecross Junction and Police Station Access improvement works</li> <li>• Police Station Access Improvements including continuity works, comprising necessary carriageway, footway, cycleway and crossing facilities, between Police Station Access and Symmetry Park junction works</li> </ul> <p><u>Sustainable Transport Solutions</u></p> <ul style="list-style-type: none"> <li>• Contributions towards the Framework Travel Plan</li> <li>• Contributions towards Express Bus Network</li> <li>• Contributions towards Park and Ride Site</li> </ul>
<p><b>Community Facilities</b></p>
<ul style="list-style-type: none"> <li>• Contributions towards additional GP capacity equivalent to 11 Whole Time Equivalent GPs, plus additional dentist and pharmacy provision at the District Centre (Policies NC3 and CM2)</li> <li>• Contributions towards Adult Social Care (Policies IN1 and CM3)</li> <li>• Contributions towards the provision of library services (Policies IN1 and CM4)</li> <li>• Contributions towards Early Years provision (Policy CM1)</li> </ul>
<p><b>Green Infrastructure, Leisure and Heritage</b></p>
<ul style="list-style-type: none"> <li>• To protect historical landscape features, heritage and archaeological assets and existing green-infrastructure (Policy EN1)</li> </ul>

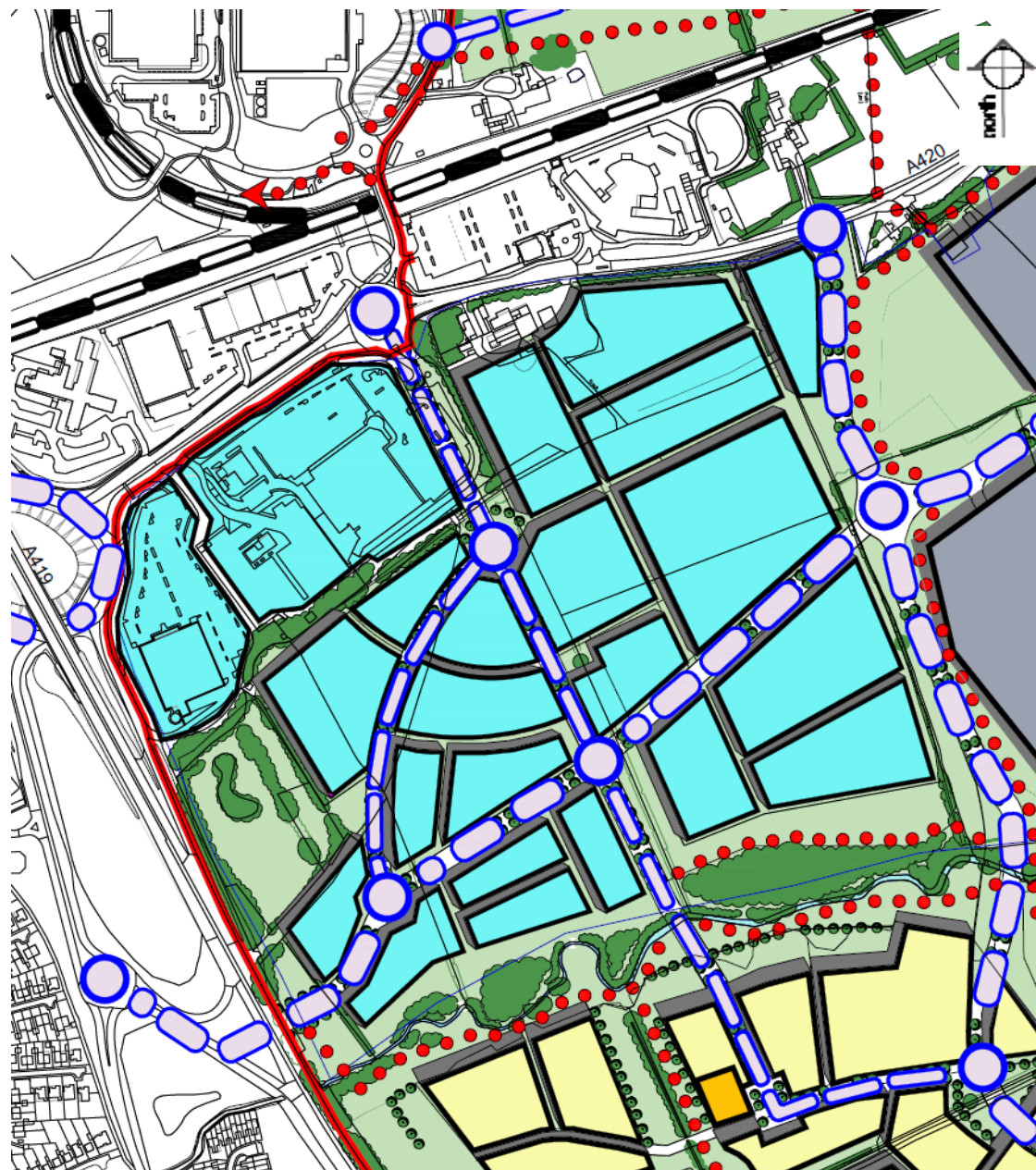
<ul style="list-style-type: none"> <li>• To ensure non-coalescence of Great Stall East village to protect the character and identity of Bourton village (Policy NC3, part (e)). Land between the New Eastern Villages site boundary and the existing villages shall remain part of the countryside</li> <li>• Contributions towards Great Western Community Forest (off-site NEV related planting schemes) (Policy EN2)</li> <li>• Contributions towards strategic sports and leisure provision, including a leisure centre and swimming pool to be provided at the District Centre (Policy NC3)</li> <li>• Contributions towards heritage display and storage solutions (Policy EN10)</li> <li>• Contributions towards the management and maintenance of open space (Parish owned facilities) (Policy IN1)</li> <li>• Contributions towards Public Art Projects (Policies IN1 and DE1)</li> </ul>
<p><b>Waste and Utility Services</b></p> <ul style="list-style-type: none"> <li>• Infrastructure to manage water supply and waste water (Policy IN2)</li> <li>• Household waste recycling provision (Waste Core Strategy Policy WCS6)</li> </ul>
<p><b>Other Policy Considerations</b></p> <ul style="list-style-type: none"> <li>• District Heating Network (Policy DE2)</li> <li>• The provision of flood mitigation works required off-site (Policy EN6)</li> <li>• The construction, management and maintenance of SUDs required off-site (Policy EN6)</li> </ul>
<p><b>Evidence Base</b></p> <ul style="list-style-type: none"> <li>• Swindon Borough Local Plan 2026 (March 2015)</li> <li>• NEV Masterplan (October 2016)</li> <li>• NEV IDP (October 2016)</li> <li>• NEV Framework Travel Plan SPD (October 2016)</li> <li>• Residential Design Guide SPD (2016)</li> <li>• Swindon's Flood Risk Management Strategy (2014)</li> <li>• NEV SuDS Vision Draft SPD (July 2016)</li> </ul>



## Great Stall West

The village of Great Stall West (formerly Longlease) will be located adjacent to the White Hart Junction, south and east of the A420 and A419 respectively.

Alongside this village infrastructure proforma, please refer to the Masterplan (October 2016) and the NEV IDP (October 2016).



Not to scale

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**Site Area** (approx.): 78 Hectares

### Main Land Uses Required:

- Approx. 900 dwellings (Policy NC3)
- Employment land provision that complements the mixed use District Centre and safeguards its connection with the wider residential development at the

<p>New Eastern Villages (NC3, part (b))</p> <ul style="list-style-type: none"> <li>• The provision of a mixed use District Centre including sports and leisure facilities (Policy NC3)</li> <li>• A health care facility comprising of a 11 GP surgery co-located with a dentist and pharmacy (Policies NC3 and CM2)</li> <li>• Community facilities by the means of land safeguarded onsite and/or developer contributions (Policy NC3, part b))</li> <li>• Open space provision (Policies EN3 and NC3)</li> </ul>
<p><b>Average Housing Density:</b> 40 dwellings per hectare (Policy NC3)</p>
<p><b>Land required:</b></p> <p>Yes, to facilitate the delivery:</p> <ul style="list-style-type: none"> <li>• District centre including additional GP capacity equivalent to 11 Whole Time Equivalent GPs, plus additional dentist and pharmacy provision and community facilities (Policies NC3 and CM2)</li> <li>• Open Space provision (Policies EN3 and NC3)</li> <li>• Principal road network, including footways and cycleways to be dedicated as Highway maintainable at public expense. (Policies TR1 and TR2)</li> </ul>
<p><b>Swindon Borough Local Plan 2026 Policies:</b></p> <p>SD1, SD2, SD3, DE1, DE2, HA1, HA2, HA3, TR1, TR2, IN1, IN2, IN3, IN4, EC3, CM1-CM4, EN1, EN3, EN6, EN10, NC3</p> <p><b>Wiltshire and Swindon Waste Core Strategy (2006 – 2026) Policy:</b> WCS6</p>
<p><b>Anticipated delivery:</b></p> <p>Phase 2</p>

<p><b>Local Infrastructure Needs (Site specific) (this list is not exhaustive)</b></p>
<p><b>Design and Form of Development</b></p> <ul style="list-style-type: none"> <li>• High quality public realm including outdoor civic public space (Policy NC3)</li> <li>• High quality design throughout the development (Policy DE1)</li> <li>• The preparation of Design Codes (Policy SD3)</li> <li>• To demonstrate passive solar benefits through the layout and design of the development (Policy DE2)</li> <li>• All major non-residential development will be required to meet Excellent BREEAM standard (Policy DE2)</li> <li>• Due to the proximity of the A419 and the A420, noise attenuation is likely to be required (Policy DE1)</li> <li>• Both the villages of Great Stall East and Great Stall East will be the most visible part of the development from the A420. Therefore it is essential that as a 'gateway' to Swindon and the New Eastern Villages that high quality design and use of high quality materials is achieved (Policies DE1 and NC3)</li> </ul> <p><u>District Centre - Specification</u></p> <ul style="list-style-type: none"> <li>• The District Centre will provide a focus for the New Eastern Villages communities and neighbouring areas (Policy NC3)</li> <li>• It will be of a suitable scale and exemplary design and quality to reinforce its role within the development (NC3, part (b))</li> <li>• It must be large enough and provide a wide enough range of activities to create a strong identity for east Swindon, which will anchor and provide a</li> </ul>

<p>focus for new and existing communities (Policy NC3)</p> <ul style="list-style-type: none"> <li>• It must not undermine the regeneration or role of Swindon Town Centre or provide a counter-weight to the Town Centre (Policy NC3)</li> <li>• It should also provide civic public space to host outdoor events and activities, community facilities and high quality public realm, innovative and contemporary buildings to signal its role as the heart of east Swindon and gateway to the town. (Policy NC3)</li> <li>• Retail schemes will be expected to be supported by a retail impact assessment which demonstrates that the development is of a scale and type that would not damage the vitality or viability of the Town Centre (Policy NC3)</li> </ul>
<p><b>Residential</b></p>
<ul style="list-style-type: none"> <li>• Variety of densities, house types and sizes to meet local needs and respect character of surrounding area (Policy HA1)</li> <li>• Delivery of 30% Affordable Housing (Policies HA2 and NC3)</li> <li>• Wheelchair accessible housing (Policy HA3)</li> </ul>
<p><b>Employment</b></p>
<ul style="list-style-type: none"> <li>• 2.5ha within B1a use-class to be located at and/or adjacent to the District Centre (Policy NC3)</li> <li>• 7.5ha within B1b/c or B2 use-class (Policy NC3, part (b))</li> <li>• Additional employment opportunities through the site (Policy NC3)</li> </ul>
<p><b>Transport and Movement (Policies TR1 and TR2)</b></p>
<ul style="list-style-type: none"> <li>• To construct new roads and dedicate as Highway Maintainable at Public Expense, and provide public transport services to ensure north-south and east-west vehicular links securing connectivity to the neighbouring village of Upper Lotmead to the South, Symmetry Park (to the east) and Great Stall Bridge (to the west)</li> <li>• To provide and dedicate as highway a walking and cycle network that integrate with existing networks and provide good connectivity within the development and to the surrounding area incorporating commuting and recreational routes, to facilitate links with the surrounding residential areas, secondary and further education facilities, and Employment areas.(Policy NC3)</li> <li>• To construct and dedicate the Core express bus route along the proposed east-west link, incorporating bus only section of network and diverted and tortuous general vehicle route to avoid A420 bypass rat running</li> <li>• Contributions towards Public Transport Services to serve the development site</li> <li>• Provision of permanent Automated Traffic Counters and permanent automated cycle route counters on all roads and cycle routes entering the existing highway network as of July 2016</li> <li>• Contributions towards footbridge (FP5) over railway</li> <li>• Footway/cycleway improvements along the A420</li> </ul>
<p><b>Community Facilities</b></p>
<ul style="list-style-type: none"> <li>• Site for leisure sports facilities, including a leisure centre and a 25m swimming pool (Policy NC3)</li> <li>• Site to provide additional GP capacity equivalent to 11 Whole Time Equivalent GPs, plus additional dentist and pharmacy provision (Policies NC3 and CM2)</li> </ul>



<ul style="list-style-type: none"> <li>• Other community facilities including where appropriate, flexible, multi-purpose buildings for use by the community, the public sector and for worship (Policies CM4 and NC3, part (b))</li> <li>• These services will serve the NEV as a whole (Policy NC3)</li> </ul>
<b>Emergency Services</b>
<ul style="list-style-type: none"> <li>• Provision of fire hydrants and water supply for firefighting (Policy CM3)</li> </ul>
<b>Green Infrastructure, Leisure and Heritage</b>
<ul style="list-style-type: none"> <li>• The provision of <i>on-site</i> green infrastructure proportionate to the scale of the new village. Land required in order to preserve Scheduled Monuments and other nationally/regionally important undesignated archaeological sites and their settings in situ should not be accounted for as public open space. Public open space should be provided in accordance with the typologies and standards as set out in Policy EN3 of the Local Plan. <u>Open Space typologies:</u> General Recreation (Major and Local Open Space) - 1ha per 1000 population Outdoor Sports (1.2 of which will be playing pitch) - 1.6ha per 1000 population Children's Play Areas - 0.3ha per 1000 population Allotments - 0.3ha per 1000 population</li> <li>• To protect on-site historical landscape features, heritage and archaeological assets and existing green-infrastructure (Policy EN1)</li> <li>• To protect and enhance biodiversity, to maximise opportunities for habitat connectivity and provide net local biodiversity gain (Policies EN4 and NC3)</li> </ul>
<b>Waste and Utility Services</b>
<ul style="list-style-type: none"> <li>• On-site serviced infrastructure (gas, electricity, ICT and telecommunications) (Policy IN3)</li> <li>• On-site dwelling house waste provision (design solutions for the appropriate storage of wheelie bins and recycling bins) (Waste Core Strategy Policy WCS6)</li> </ul>
<b>Other Policy Considerations</b>
<ul style="list-style-type: none"> <li>• On-site flood mitigation works (Policies NC3 and EN6)</li> <li>• The construction, management and maintenance of SUDs required on-site (Policy EN6)</li> </ul>

<b>Strategic Infrastructure Needs (Shared) (<i>this list is not exhaustive</i>)</b>
<b>Transport and Movement (Policies TR1 and TR2)</b>
<ul style="list-style-type: none"> <li>• White Hart Junction Improvements including continuity works, comprising necessary carriageway, footway, cycleway and crossing facilities, between White Hart and Gablecross Junction works</li> <li>• Southern Connector Road and Commonhead Roundabout link</li> <li>• Contributions towards the highway links between development islands, and with the existing community</li> <li>• Contributions to Junction 15 of the M4</li> <li>• Contributions to Great Stall Bridge</li> </ul> <p><u>NEV Mitigation Works West of A419:</u></p> <ul style="list-style-type: none"> <li>• Oxford Road/Nythe Road</li> <li>• Greenbridge Roundabout</li> </ul>

<ul style="list-style-type: none"> <li>• Coate Water Roundabout</li> <li>• Piccadilly Roundabout</li> </ul> <p><u>A420 Highway Improvements</u></p> <ul style="list-style-type: none"> <li>• Gablecross Roundabout Improvements including continuity works, comprising necessary carriageway, footway, cycleway and crossing facilities, between Gablecross Junction and Police Station Access improvement works</li> <li>• Police Station Access Improvements including continuity works, comprising necessary carriageway, footway, cycleway and crossing facilities, between Police Station Access and Symmetry Park junction works</li> </ul> <p><u>Sustainable Transport Solutions</u></p> <ul style="list-style-type: none"> <li>• Contributions towards the Framework Travel Plan</li> <li>• Contributions towards Express Bus Network</li> <li>• Contributions towards Park and Ride Site</li> </ul>
<b>Education</b>
<ul style="list-style-type: none"> <li>• Contributions towards Secondary School and 16-18 education (Policies NC3 and CM1)</li> </ul>
<b>Community Facilities</b>
<ul style="list-style-type: none"> <li>• Contributions towards Adult Social Care (Policies IN1 and CM3)</li> </ul>
<b>Green Infrastructure, Leisure and Heritage</b>
<ul style="list-style-type: none"> <li>• To protect historical landscape features, heritage and archaeological assets and existing green-infrastructure (Policy EN1)</li> <li>• Contributions towards Great Western Community Forest (off-site NEV related planting schemes) (Policy EN2)</li> <li>• Contributions towards strategic sports and leisure provision, including a leisure centre and swimming pool to be provided at the District Centre (Policies IN1 and NC3)</li> <li>• Contributions towards heritage display and storage solutions (Policy EN10)</li> <li>• Contributions towards the management and maintenance of open space (Policy IN1)</li> <li>• Contributions towards Public Art Projects (Policies IN1 and DE1)</li> </ul>
<b>Waste and Utility Services</b>
<ul style="list-style-type: none"> <li>• Infrastructure to manage water supply and waste water (Policy IN2)</li> <li>• Household waste recycling provision (Waste Core Strategy Policy WCS6)</li> </ul>
<b>Other Policy Considerations</b>
<ul style="list-style-type: none"> <li>• District Heating Network (Policy DE2)</li> <li>• The provision of flood mitigation works required off-site (Policy EN6)</li> <li>• The construction, management and maintenance of SUDs required off-site (Policy EN6)</li> </ul>
<b>Evidence Base</b>
<ul style="list-style-type: none"> <li>• Swindon Borough Local Plan 2026 (March 2015)</li> <li>• NEV Masterplan (October 2016)</li> <li>• NEV IDP (October 2016)</li> <li>• NEV Framework Travel Plan SPD (October 2016)</li> <li>• Residential Design Guide SPD (2016)</li> <li>• Swindon's Flood Risk Management Strategy (2014)</li> <li>• NEV SuDS Vision Draft SPD (July 2016)</li> </ul>



## **Appendix D - Glossary of Terms**

**BCIS All-in Tender Price Index:** As published on-line by the Building Cost Information Service.

**Community Infrastructure Levy (CIL):** The Community Infrastructure (England and Wales) Community Infrastructure Levy Regulations 2010.

**Development Plan Documents (DPDs):** those documents that form the Development Plan for the area, contained within its Local Development Framework, and are subject to independent examination (including a Local Plan, Site Specific Allocations, Action Area Plans and Development Control Policies).

**Financial Viability Assessment:** An assessment of a development's ability to deliver a policy compliant scheme taking into account requirements such as affordable housing, standards, infrastructure contributions or other requirements should, when taking account of the normal cost of development and mitigation, and the need to provide a competitive returns to a willing land owner and willing developer to enable the development to be viable. Such assessment is undertaken by a qualified person.

**Infrastructure Delivery Plan (IDP):** This sets out the infrastructure requirements necessary to deliver sustainable growth, supporting the Local Plan. The NEV Infrastructure Delivery Plan (NEV IDP) is specific to the NEV.

**Local Development Document (LDD):** This refers to local development documents which do not have the status of Development Plan Documents, for example a Supplementary Planning Documents.

**National Planning Policy Framework (NPPF):** A national planning policy document released in March 2012 and sets out the Government's planning policies for England and how these are expected to be applied.

**New Eastern Villages (NEV):** A strategic allocation identified in the adopted Swindon Borough Local Plan to deliver a mixed use development. In particular, Policy NC3 of the adopted Local Plan identifies the NEV as a strategic allocation to deliver about 8,000 new dwellings, 40 hectares employment, new secondary school and primary schools, retail, health and community facilities.

**Planning Obligations:** Planning obligations impose on grant of planning permission under by way of a deed under section 106 of the Town and Country Planning Act 1990 (as amended).

**Planning Practice Guidance (PPG):** PPGs form part of the National Planning Policy Framework, providing national guidance on a range of planning policies. It is a web-based resource to bring together planning practice guidance for England in an accessible and usable way. The guidance provides information on a wide range of planning matters and is continually updated.

**Retail Index Price:** Glossary Retail Price Index or RPI published monthly by the Office of National Statistics 'ONS' which is a measure of inflation.

**Supplementary Planning Document (SPD):** This document provides supplementary guidance and information in respect of the policies in Development Plan Documents.

This document is available on the internet at [www.swindon.gov.uk/spd](http://www.swindon.gov.uk/spd)

It can be produced in a range of languages and formats (such as large print, Braille or other accessible formats) by contacting the Customer Services Department.

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