



Swindon Local Plan 2023 – 2043

Regulation 18 consultation draft

Foreword

Welcome to the draft Local Plan; Swindon Borough Council's vision on how our Borough will evolve over the next 20 years. The Local Plan will shape the houses we live in, the jobs we create, the transport we use, and the environment we share. As well as how we evolve our future shopping, health and social needs requirements.

At Swindon we understand that we must take a sustainable and responsible approach to our future growth, ensuring that we protect the character of our places, our heritage, and our green spaces. We also have a responsibility to address the issues that come with growth, such as the impact on climate change, biodiversity, the need for affordable housing, and pressures on supporting infrastructure. This Plan will guide development, with the aim of creating high quality sustainable homes, with greater connectivity across the borough, all within a more environmentally sustainable Swindon. This will help to fulfil the Council's three missions of Building a Better, Greener and Fairer Swindon.

Swindon Borough finds itself at a crucial moment in its history. Swindon is a place with a rich social and economic past, a dynamic present, and a future full of potential. The Local Plan sets out a bold vision for Swindon Borough, for how it will grow and change over the next two decades; how it will adapt to current challenges and how it will meet the needs of a growing population. The Local Plan will shape the houses we live in, the jobs we create, the transport we use, and the environment we share.

Swindon's past success depended, in our early years, on the railways, but since the 1970's and its decline, the Borough sought to create new employment opportunities and expand us into the Borough we are today. This Plan sets out a bold vision for Swindon, how it will grow and change over the next two decades; how it will adapt to current challenges and how it will meet the needs of a growing population.

This new Local Plan comes at a crucial moment in Swindon's history as we seek to build on our rich social and economic past, with the council new "Heart of Swindon" plan which aims to restore and revitalise Swindon's Town Centre. It will be the heart of the Borough, a hub for transport, business, heritage, culture, and most importantly, a place where more people will live. As well as seeing existing developments to the east and south of the borough completed, it seeks to create a Swindon, both urban and rural, fit for the 21st century.

This draft Plan is our vision for Swindon and the regulation 18 consultation, which starts at the beginning of September and will run for 6 weeks, now gives you, the people of Swindon, the opportunity to comment and suggest amendments to this Plan. We encourage residents, parish councils, local community groups, charities, landowners and potential developers to use this consultation period to share their views with us so that a final plan can be presented to the Secretary of State in the Autumn of next year.

I am sure that together we can create a Local Plan that will see Swindon expand, whilst creating a town centre we all desire and a Swindon that is thriving both economically and socially, thus Building a Better, Greener and Fairer Swindon for all.



Councillor Kevin Small

Cabinet Member for Finance
Lead Member for the Local Plan

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CHAPTER 1: INTRODUCTION

1.1. Swindon Borough Council is currently preparing a new Local Plan which provides a development framework for Swindon Borough to 2043. This document is the Regulation 18 version of the Plan and is being consulted on for 6 weeks between 01 September 2025 and 13 October 2025. Regulation 18 consultation is the first statutory stage of consultation in the Local Plan development process. This stage gives local residents, business, statutory consultees and other interested parties the opportunity to review our initial options and preferred proposals (based on the issues facing Swindon Borough), and provide feedback. Comments can be submitted via email to SwindonLocalPlan2043@swindon.gov.uk, by post to:

Planning Policy Team,
5th Floor,
Swindon Borough Council,
Civic Offices,
Euclid St,
Swindon
SN1 2JH

or through completing the survey on our 'Let's Talk Swindon' engagement portal.

1.2. Feedback forms are available on the Local Plan review webpage: swindon.gov.uk/newlocalplan.

CHAPTER 1: INTRODUCTION

Why does Swindon Need a Local Plan?

Supporting Growth:

- 1.3. Swindon, like most areas of the country, is growing. Between 2011 and 2021, the Borough's population grew from around 209,000 to around 233,000. As population increases, so does the need for homes (including affordable homes), employment opportunities and the necessary supporting infrastructure to provide a good quality of life to residents.
- 1.4. Without an up-to-date Local Plan in place, Swindon is more susceptible to unplanned development growth which may not contribute to the Council's vision and objectives of the Swindon Plan and will not best serve our residents. By preparing an up to date Local Plan, we are providing greater certainty for all our stakeholders over the types and locations of development that will be most supported. Planned development also means that we can plan more strategically for infrastructure, to help ensure our residents live in sustainable places with access to key transport connections and services.

Legislation and National Policy:

- 1.5. The production of Local Plans is also required at a national policy level and by legislation. The planning system in England is 'plan-led' and national planning policy indicates that local authorities should, through local plans, establish a positive vision for the future, and a framework for meeting housing needs and addressing other economic, social and environmental priorities, and importantly provide a platform for local people to shape their surroundings. Local Plans need to strike the right balance between vision, ambition and achievability. They must also be clear, accessible and promote an unambiguous framework to attract and shape development in the most sustainable way.
- 1.6. The overarching purpose of the planning system is to contribute to the achievement of sustainable development which has been defined at a high level as 'development that meets the needs of the present without compromising the ability of future generations to meet their own needs'.
- 1.7. All Councils are required by law to produce a statutory Development Plan for their area. The Local Plan is the key document of the Development Plan for Swindon Borough. At a very practical level, the Local Plan is the main basis and starting point for making decisions on planning applications, which must be made in accordance with the Development Plan, unless material considerations indicate otherwise. The Local Plan must be read as a whole to fully understand the

policy context for decision-making on development proposals. The Local Plan therefore gives local communities, developers and investors greater certainty about whether planning applications are likely to be approved.

- 1.8. Whilst Swindon currently has an adopted Local Plan in place (Swindon Borough Plan 2026, adopted in 2015), a new Plan is now needed as the Borough has evolved significantly since its adoption and has faced many new challenges (such as the longer-lasting implications of Covid-19) along the way.

The New Local Plan (2043):

- 1.9. This Local Plan sets a long-term vision and spatial strategy for how Swindon Borough will develop and change over the next 20 years up to 2043 (the technical Plan period, set within the context of a wider 2055 vision). This includes the allocation of land for housing, employment and other uses, and the protection of important recreational, community, historic and environmental assets. The Plan also sets out key transport proposals, linking to Swindon's Local Transport Plan 4 (2022), Swindon Bus Services Improvement Plan (2024) and the Swindon Local Cycling and Walking Infrastructure Plan (2022), and will embed the transport vision coming forward under the emerging Swindon Borough Transport Strategy.
- 1.10. Over the lifespan of the Local Plan, some areas will change more significantly than others. This Plan sets

out key priorities and locations for growth. Our proposed integrated spatial framework seeks to connect communities and opportunities with a far greater focus on improving and creating strong public transport corridors.

- 1.11. The preferred option is for a 20-year plan with a base date starting from 1st April 2023 running through to 31st March 2043. The Council has collected much of its revised evidence base since 2023, which has determined the publication date for the Plan at this stage.
- 1.12. The Plan is accompanied by a Borough-wide Policies Map and supporting inserts where they are appropriate.

Links to Other Strategic Documents

- 1.13. Whilst the Local Plan is a statutory document, it also forms part of a portfolio of corporate publications which focus upon the transformation of Swindon Borough and key policy directions. This includes the 'Swindon Plan', with its focus upon building a better, greener and fairer Swindon, and the 'Vision for the Heart of Swindon', which provides a blueprint for revitalising Swindon's Central Area and Town Centre as the Borough's urban hub. The Local Plan helps bring forward the visions and ambitions of these documents through the built environment.

The Development Plan

- 1.14. As referenced above, the Development Plan encompasses the suite of planning documents that are used as the starting points for making planning application decisions (including an adopted Local Plan).
- 1.15. Swindon's Development Plan is made up of a number of documents including:
- The currently adopted Local Plan (Swindon Borough Local Plan 2026)
 - The Swindon Central Area Action Plan
 - Wiltshire and Swindon Waste Core Strategy 2006-2026
 - Wiltshire and Swindon Minerals Core Strategy 2006-2026
 - Any 'Made' neighbourhood plans (see below)
- 1.16. On adoption, this Plan would supersede:
- The Swindon Borough Local Plan 2026
 - The Swindon Central Area Action Plan
- 1.17. Other **development plan documents** and **supplementary planning documents** may be produced when necessary to cover specific topics, sites, or to provide more detailed guidance.

Neighbourhood Plans

- 1.18. The Development Plan also consists of adopted ('made') **Neighbourhood Plans** within the Borough. Adopted Neighbourhood Plans therefore also play an important role when it comes to decisions about planning applications and, at a more fundamental level, can be used to articulate the spatial vision, aims, local policies and proposals for an area, where they are in broad accord with the Local Plan, and this can include allocating sites. In line with the NPPF, Neighbourhood Plans should support the delivery of strategic policies contained in Local Plans and should shape and direct development that is outside of these strategic policies. Neighbourhood Plans should not promote less development than set out in the strategic policies for the area, or undermine those strategic policies.
- 1.19. Swindon currently has the following 'Made' Neighbourhood Plans:
- Wroughton Neighbourhood Plan (14th July 2016)
 - Highworth Neighbourhood Plan (13th July 2017)
 - South Marston Neighbourhood Plan (9th Nov 2017)
 - Hannington Neighbourhood Plan (8th Nov 2018)
 - Blunsdon East Neighbourhood Plan (22nd June 2021)

What's happened so far?

- 1.20. Whilst this document can be interpreted as the 'beginning' of this Local Plan, it is important to note the significant engagement and feedback received through prior Regulation 18 and Regulation 19 consultations for the Swindon Borough Plan 2036. Even though the 2036 Plan did not proceed to submission/adoption, it did provide the Council with key insights from stakeholders; informing the key challenges facing Swindon, and the options available to address these.

What does this Plan Include?

- 1.21. This Plan sets out a number of objectives, a proposed spatial vision, a series of strategic area and thematic policies and a suite of development management policies.

Strategic and Non-Strategic Policies

- 1.22. This Plan proposes 8 strategic area policies where growth is expected to be focused:

Strategic Growth Locations

SGL 01 – Swindon's Central Area
SGL 02 – New Eastern Villages
SGL 03 – Kingsdown
SGL 04 – Wichelstowe
SGL 05 – East Wroughton
SGL 06 – North Tadpole

Urban Regeneration Locations

URA 01 – Marlowe Avenue
URA 02 – Pipers Way

- 1.23. This Plan also establishes 7 overarching strategic policies which set out how the Swindon Borough Council intends to meet its objectives. These are each supplemented by a number of non-strategic Development Management policies.

Strategic Policies	Non-Strategic Policies
SP1 – The Spatial Strategy	SS1 – Settlement Hierarchy SS2 – Villages and Developments in the Countryside
SP2 – Sustainable Development	SD1 - Effective-Use of Land SD2 - Mixed-Use Development Principles SD3 - High-Quality Design SD4 - Inclusive Design SD5 - Tall Buildings SD6 - Space and Accessibility Standards SD7 - Residential Extensions and Alterations SD8 - Historic Environment SD9 – Heritage Transport Assets

SP3 – Homes for the Community	HC1 - Housing Tenure and Sizes HC2 - Affordable Housing HC3 - Accessible Housing HC4 - Specialist Accommodation HC5 – Gypsy, Traveller and Travelling Showpersons' Accommodation HC6 – Rural Exceptions Sites and Rural Workers' Dwellings HC7 - Custom and Self-Build Housing HC8 - Houses in Multiple Occupation and Sub-Division
SP4 – Fairer, Economic Growth	FE1 - Office (Scale and Location) FE3 - Industrial Land (Scale and Location) FE3 - Network and Hierarchy of Centres FE4 - Town, District and Local Centre Land Uses FE5 - Concentration of Uses FE6 - Evening, Night-Time and Cultural Economy FE7 - Employment, Skills and Training
SP5 – Transport and Connectivity	TC1 - Active Travel TC2 - Public Transport TC3 - Freight and Logistics TC4 - Parking, Servicing and Electric Vehicle Infrastructure TC5 - Decarbonising Transport
SP6 – Climate Stability and	CSE1- Carbon Reduction in developments CSE2- Whole Life Carbon Assessments CSE3 - Green Infrastructure and the Green Infrastructure Network

the Environment	CSE4 - Landscape and Areas of Coalescence CSE5 - Biodiversity, Geodiversity and Nature Recovery CSE6 - Trees CSE7 - Great Western Community Forest CSE8 - Managing Flood Risk CSE9 - Sustainable Water Cycle CSE10 - Unstable Land CSE11 - Contaminated Land CSE12 – Reducing Nuisance and Pollution
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SP7 – Healthy Living	HL1 - Health Impact Assessments HL2 - Protecting Open Spaces HL3 - Open Space in New Developments HL4 - Child Friendly Places and Play HL5 - Community Infrastructure
	U1 - Water Supply and Wastewater and Sewage Infrastructure U2 - Digital Connectivity and Telecommunications U3: Energy Networks
	D1: Developer Contributions and Viability

Evidence Base:

1.24. The emerging 2043 Local Plan has been informed by an emerging evidence base, including the documents listed below:

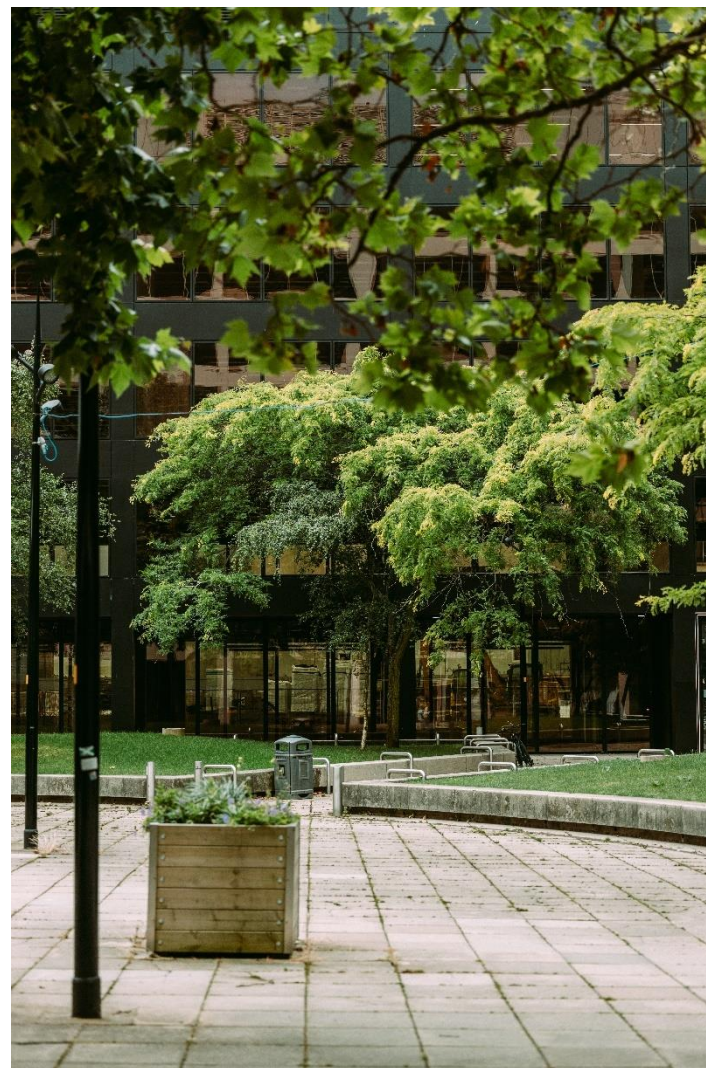
Policy Area	Evidence Document	Status
Housing	Swindon Local Housing Needs Assessment and Update Annex 2025	Draft
	Swindon's Strategic Housing and Employment Land Availability Assessment 2025	Regulation 18 Version
	Swindon Gypsy, Traveller, and Travelling Showpeople Accommodation Needs Assessment 2024	Complete
	Housing Completions Data 2024/25 (part of Swindon Borough Council 24/25 Authority Monitoring Report)	Complete
Employment	Swindon Employment Needs and Land Supply Study 2025	Complete
	Swindon Retail and Main Town Centre Uses Needs Study 2024	Complete

	Employment Completions Data 2024/25 (part of Swindon Borough Council 24/25 Authority Monitoring Report)	Complete
Transport	Swindon Borough Council Local Plan Draft Transport Vision Paper: A Well-Connected, Active Swindon	Draft
	Swindon Local Cycling and Walking Infrastructure Plan 2022	Already Published
	Swindon Local Transport Plan 4 (2022-2036)	Already Published
The Environment	Swindon Borough Green Infrastructure Strategy 2025	Draft
	Swindon Borough Council Emerging Local Plan 2023-2043 Interim Open Spaces Audit	Draft
	Level 1 Strategic Flood Risk Assessment Swindon Borough Council	Complete
	Swindon Borough Council Regulation 18 Sequential and Exceptions Test Paper	Regulation 18 Version

	Water Cycle Study Scoping Report Swindon Borough Council	Complete
Climate Sustainability	Carbon Roadmap	Emerging
	Swindon Carbon Inventory New Local Plan 2023-2043 Interim Background Paper	Draft
Local Character	Landscape Sensitivity Assessment for Proposed Housing and Employment Sites Swindon Borough Council (Working Draft)	Regulation 18 Version
	Swindon Borough Landscape Character Assessment	Draft
	Character and Density Study	Emerging
	Tall Buildings Strategy Swindon Local Plan (2023-2043) Topic Paper	Draft
	Swindon Borough Council Emerging Local Plan 2023-2043 Settlement Boundary Review	Draft

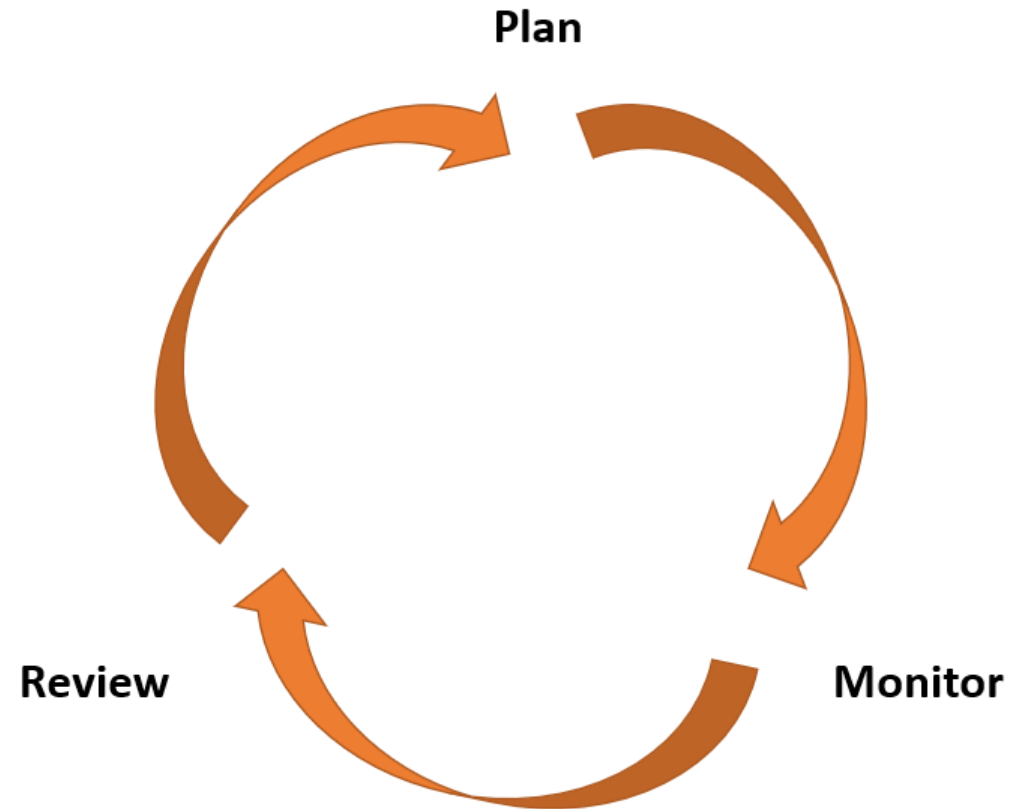
Sports Provision	Swindon Borough Council Playing Pitch and Outdoor Sports Strategy Assessment Report	Complete
	Swindon Borough Council Indoor and Built Sports Facilities Needs Assessment	Complete
	Indoor and Outdoor Sports Strategy	Emerging
Infrastructure	Regulation 18 Infrastructure Delivery Plan	Emerging – an initial baseline piece has been prepared for Regulation 18
	Joint Strategic Needs Assessment for Swindon 2024	Published
Whole Plan Assessments	Sustainability Appraisal (SA) of the emerging Swindon Borough Local Plan 2043: Interim SA Report	Regulation 18 Version
	Swindon Borough Council Local Plan 2023-2043 Regulation 18	Regulation 18 version

	Habitats Regulation Assessment	
	Regulation 18 Viability Report	Emerging – an initial high-level update has been prepared for Regulation 18



Monitoring and Review

- 1.25. The implementation of the Plan is critically important to successfully achieving the Borough's ambitions. Monitoring how delivery on the ground aligns with Local Plan policies is, therefore, an essential component in ensuring its ongoing effectiveness. This will be assessed through a structured monitoring framework of 'key performance indicators' which will provide a measure for policy effectiveness.
- 1.26. At this stage in the Plan development process, each policy contains some initial proposals for monitoring.
- 1.27. Monitoring information will be made available through authority monitoring reports.
- 1.28. It is anticipated that the formal process of reviewing this plan will commence within 5 years of the adoption date, as per statutory requirements.



CHAPTER 2: OUR VISION AND OBJECTIVES

Vision

- 2.1. The Council's long-term vision for Swindon Borough is for at least a 30-year period, noting the scale of change through urban extensions, new village developments and the rejuvenation of the Central Area. The period for this plan is shorter at 20 years, but within the context of our longer-term vision, strategic objectives and policies.
- 2.2. In 2055, Swindon will have a rejuvenated town centre that acts as the heart of the Borough and underpins a vibrant economy and a much greener environment. It will include, and be surrounded by, high quality urban neighbourhoods that make up the wider Central Area. Swindon's inward and outward connectivity will be improved and supported via key transit corridors, opening up opportunities for sustainable growth, capitalising on Swindon's excellent location, and improving access to the Town Centre for outer parts of Swindon. Swindon will have excellent infrastructure supporting a net zero carbon future, with more highly connected communities able to access services and facilities digitally and through a multitude of sustainable transport options. Its new villages will be fully built to the East with their own maturing distinct character and range of services.
- 2.3. Swindon will have a renewed sense of place in the world – a 'go to' destination for business innovation but also a place of indigenous economic growth. It will attract increasing levels of visitors to its heritage and key attractions, and remain at heart a place of fairness, where people can aspire to and achieve an affordable place to live, benefit from a robust economy and prosper within a healthy environment - all supported by strong civic and community leadership.
- 2.4. This vision strongly intertwines with the missions of the Swindon Plan:
 - **Build a Fairer Swindon** - Making Swindon a fairer place, reducing disadvantages and reducing big disparities in life expectancy, education levels and social justice.
 - Taken as a whole, the draft Local Plan supports the 'Build a Fairer Swindon' mission and seeks to reduce disadvantage through its policies including those that provide opportunities to improve health and wellbeing for all. This includes:
 - I. Setting out requirements for new development to provide affordable housing and specific housing types for groups with specific needs, such as

wheelchair accessible housing, that is designed to a high-quality. The Plan also includes proposed sites to help meet the Borough's Gypsy and Traveller community needs.

- II. Proposals to support reinvigorating the Town Centre and plans to meet employment land floorspace needs.
- III. Setting requirements on new developments for the necessary infrastructure provision and/or contributions to support new development, including new/expanded health facilities and schools where there is identified need. The site-specific elements of this are intended to be included in the Regulation 19 draft following the final Infrastructure Delivery Plan.
- IV. Protecting, enhancing and bring forward accessible public open space, particularly in areas where there is a deficiency in the quality or quantity of open space. These spaces can provide benefits to the wider community.
- V. Specific policy requirements on inclusive design, including expecting new public realm improvements to enhance accessibility and reduce barriers to access/use.

- **Build a Better Swindon** - Creating a town ready for the challenges of the coming decades. Where possible, leading town centre improvement and creating more affordable housing with the private sector
- The draft Local Plan supports the 'Build a Better Swindon' mission by proposing a sustainable spatial strategy, which includes:
 - I. Policies and proposed site allocations to support re-instating the Town Centre as a Borough hub and improving connectivity to and around the Central Area.
 - II. Encouraging investment by providing certainty to developers on an up-to-date planning framework, and utilises evidence to plan for growth.
 - III. Planning for housing growth to meet housing need.
 - IV. Seeking to ensure the timely delivery of infrastructure to support development benefitting new and existing residents and all those who live in, work in and visit Swindon.

- **Build a Greener Swindon** - Fully playing our part as a council and a town in combatting climate change. Working with communities to find new ways of doing things that help, not hinder, the natural environment.
- An integral part to the draft Plan is the spatial strategy, focusing on sustainable, higher density development in more sustainable transport locations. This will play a key role in reducing carbon emissions. Several other policies and chapters also work towards this goal including:
 - I. The move to a vision-led transport approach which sets out clear priorities for supporting more active travel and public transport usage within the Borough.
 - II. Climate change mitigation (primarily through carbon reduction policies) and adaptation (to help communities and the environment adjust to the harmful impacts), as well as improving the capacity for resilience and recovery from adverse climate activity (such as extreme heat, flooding or water scarcity). These policies focus on shaping places that are climate-responsive, spatially resilient, and designed to function effectively under future climate scenarios. Adaptation goes beyond technical solutions and requires a comprehensive spatial strategy that considers land use, urban form, thermal comfort,

water management, and the functionality of public realm.

- III. Reiterating the need to move towards Net Zero and including development policies aimed at carbon reduction. It is anticipated that more detailed policies to help achieve Net Zero will be added prior to Regulation 19 consultation. This is to allow alignment with the Council's emerging Net Zero Roadmap and to factor in the outputs of the final Whole-Plan Viability Assessment.
- IV. Protecting and enhancing Open Space and the Green Infrastructure Network.

Strategic Objectives

- 2.5. To achieve Swindon's development vision, and to help to deliver the missions of the Swindon Plan, this Local Plan sets out a number of strategic objectives:
 - SO1 – Regenerating Swindon Town Centre – Together we will make Swindon better by revitalising the Town Centre as the heart of Swindon through supporting and delivering mixed-use residential and commercial development here, supported by the appropriate social and transport infrastructure.
 - SO2 – Place and Belonging – Together we will make Swindon better and fairer by enhancing a sense of

community belonging and wellbeing, whilst simultaneously developing and enhancing a sense of pride in the Swindon identity through supporting good place-making and preserving/enhancing Swindon's history and heritage. This includes supporting the delivery of high-quality, sustainable development with the right infrastructure that will enable or improve access to key services and social/leisure opportunities.

- SO3 – Homes for all – Together we will make Swindon better and fairer by ensuring the right types and tenures of housing are delivered to meet the needs of our current and future residents. This includes pushing for affordable housing, encouraging different types of housing (such as specialist housing), and making sure that new development is well-designed to meet a variety of needs.
- SO4 – Economic prosperity – Together we will create a fairer, better, more prosperous Swindon by facilitating a resilient economy that maximises on Swindon's strategic location and town centre redevelopment potential, delivering opportunities for all.
- SO5 – Connected Communities and Sustainable Movement – Working collaboratively, we will connect people, neighbourhoods and communities by ensuring there is effective and sufficient sustainable transport mode choice, improving connectivity for everyone of any ability, reducing public transport times and, as a

result, reducing car dependency, making Swindon a better, fairer and greener place to live and work.

- SO6 – Low Carbon – Together we will push for a greener Swindon by seeking to achieve net zero carbon by requiring appropriate mitigation and adaption measures for new and existing development, and by improving the sustainable travel offer.
- SO7 - Health and Wellbeing – Working collaboratively to achieve a better, fairer and greener Swindon, we will deliver healthy, active and inclusive communities through a holistic plan-led approach that secures good quality housing, enhanced connectivity and accessibility to key services, social and leisure infrastructure, and inclusive design.



CHAPTER 3: A SWINDON PORTRAIT

Swindon Borough

3.1. Swindon Borough is a strategically well-located town, situated between Bristol and Oxford, and with good connections to London. The Borough is 230km² (89 square miles) in area and is home to about 233,000 people. It is dominated by the town of Swindon, but also includes the market town of Highworth, the large village of Wroughton, and a number of smaller villages and hamlets. Sitting at the heart of the M4 corridor, with excellent links to the rest of the UK and a superb natural setting, Swindon is a daily destination for many people. Figure 1 below outlines Swindon's strategic Location.

3.2. Swindon has transformed itself from a town dominated by the railway industry into one with a prosperous economy and a mix of modern industries. The remainder of the Borough is characterised by small market towns, villages and high-quality landscape, including parts of the North Wessex Downs National Landscape.

3.3. Swindon Borough has a rich variety of historic and natural features that add to the local distinctiveness, character, appearance and sense of identity of the Borough's towns, villages and countryside. The Borough's historic Great Western Railway area is the most significant surviving railway-engineering establishment of its time in the world. It is of international importance and a rich source for social and historic study interest.



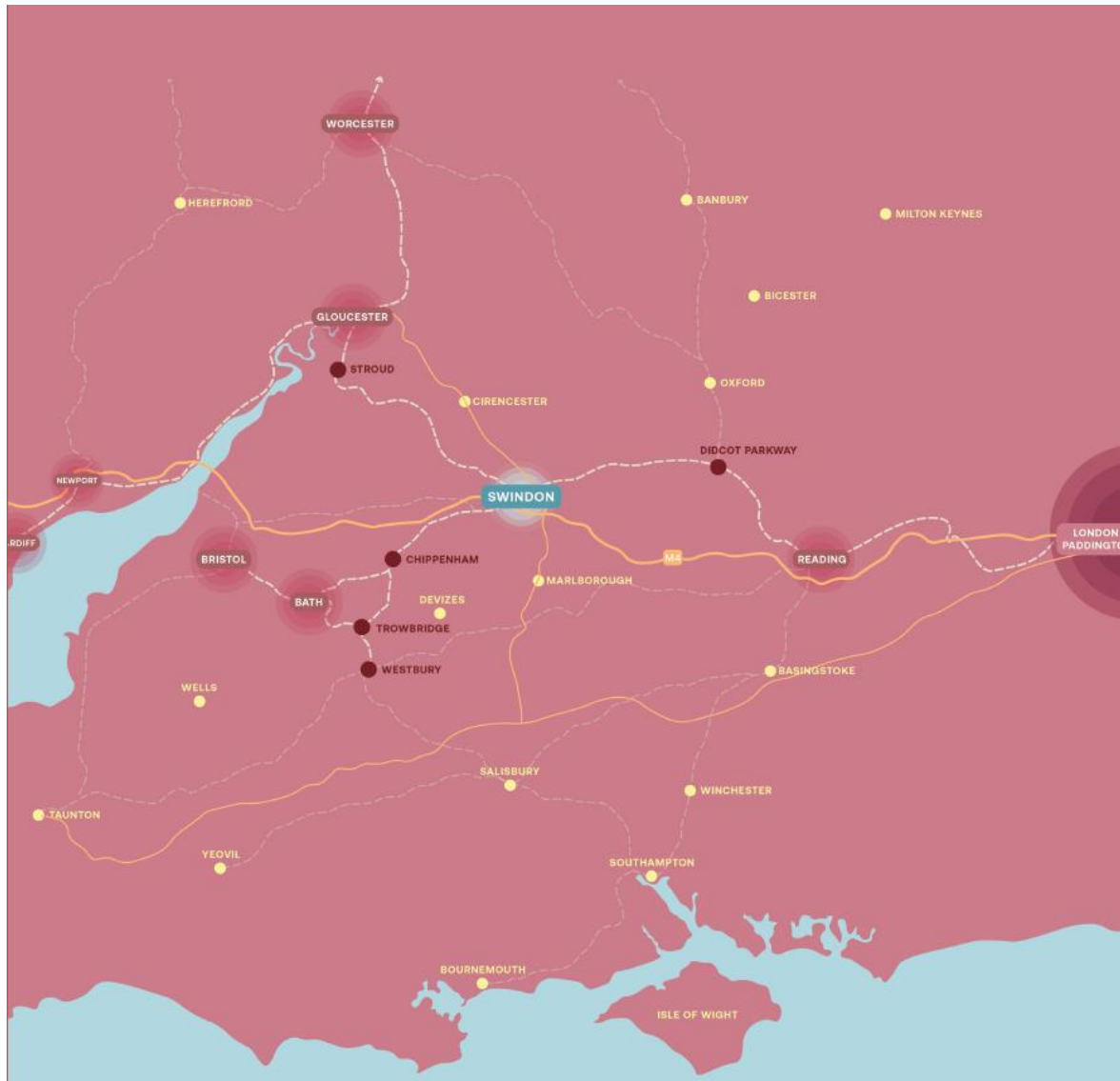


Figure 1: Swindon's Strategic Location

Strengths and Opportunities

- 3.4. With its history as a railway town and a blueprint for the NHS, Swindon has a strong business community and is home to a number of high-profile organisations including Catalent, Intel, Zurich, Nationwide and the UK Research Institute. Swindon in the 1980's and 1990's was also the regional 'go to' location for some retail therapy, leisure time and evening clubbing. The town was a hub of fun and entertainment.
- 3.5. Despite the decline of retailing on the high street and high vacancy rates in the Town Centre, Swindon town still retains a strong representation of multiples or national retailers, attracts a wide catchment of visitors to its Designer Outlet Village and football levels are good in parts of the town. More widely, it is also home to a state-of-the-art Amazon logistics hub which is representative of new directions in retail. Significant funding has also gone into improving connectivity to the Town Centre and providing a more pleasant, cohesive public realm both through the redevelopment of Fleming Way as a public transport interchange.
- 3.6. Swindon has good strategic connections outwards, including its links to Bristol, Oxford, South Wales and London. This means it is well-located for investment, providing affordable living and working, with easy access to other key education, employment and travel hubs. Swindon plays a much wider role within the sub-region connecting people and jobs and taking advantage of our locational strengths will continue to be vital part of our growth strategy.
- 3.7. Swindon has many opportunities for brownfield redevelopment, increasing both its housing and economic growth opportunities, with sites such as Panattoni Park expected to play a significant role in the provision of jobs and employment space. The £918 million redevelopment, known as Panattoni Park Swindon, spans 7.2 million sq ft and is strategically located near Junction 15 of the M4. Construction began on the first 500k sqft unit on the 28th April 2025 and will be completed in 12 months.
- 3.8. Swindon is also an affordable place to live and work. Housing in Swindon is 22% more affordable than the national average, and the most affordable among England's Economic Heartland areas (relative to local incomes).
- 3.9. Swindon has, overall, an abundance of green spaces which are well-loved by the community, including the impressive Lydiard House and Park with 260 acres of historic landscape comprising lawns, woodlands, lakes and pasture.

Challenges

- 3.10. To capitalise on the great opportunities in Swindon, there are several key challenges that need to be addressed.
- 3.11. Swindon has a declining Town Centre. Once an area 'hub', the Town Centre has lost a lot of its vitality, in part due to recent economic challenges increasing the cost of living, and the substantial switch to online shopping that grew during the Covid-19 pandemic. Vacancy rates are higher than the UK average and the Town Centre faces competition from the Designer Outlet Village and nearby retail parks for footfall, and the viability of the Town Centre currently acts as deterrent to new development.
- 3.12. Routes between the railway station and the Town Centre are also not clear, although the investment at Fleming Way will go a significant way to address this. Connectivity around Swindon more generally could also be improved. Currently, there are limited East-West public transport connections bringing together two of Swindon's newer developments (New Eastern Villages and Wichelstowe), and connectivity between Swindon's outer settlements/areas can be more challenging and less direct for those without a car.
- 3.13. In Swindon, more than 1 in 10 neighbourhoods are classified as being amongst the most deprived in the UK. The Council acknowledges more needs to be done to ensure that growth and opportunity in Swindon is fairer. This requires a holistic approach to housing, skills and employment growth, as well as bringing forward and encouraging the right services, infrastructure and public space to give our residents the best quality of life.
- 3.14. Swindon's population also faces challenges to health, with 67.8% of adults and 36.8% of 10 & 11 year olds classed as overweight.
- 3.15. Like other areas, Swindon also needs to address the challenges of climate change both in terms of prevention and mitigations in order to ensure resilient communities.



New Strategic Direction

- 3.16. Whilst some of the Borough's opportunities and challenges remain the same, a lot has changed since the last adopted Swindon Local Plan. With changes and opportunities comes new direction, and this Local Plan plans to focus on the following strategic directions which will positively contribute towards the Swindon Plans' 3 missions:

Town Centre Rejuvenation and Urban Housing Density

- 3.17. The Plan pays heed to the Heart of Swindon, noting the need to restore and rejuvenate Swindon Town Centre as the Borough's activity hub through utilising partnerships and strategic alliances. The Town Centre will act as a key meeting place and point of connectivity for all areas of Swindon.
- 3.18. This direction of travel is highly reliant on a 'whole place' approach, ensuring that policies use a holistic approach to support good place-making. As part of this, Town Centre mixed-use development will be supported and encouraged; allowing for both active frontages and a residential presence in the Centre.
- 3.19. The need to diversify the types of employment uses in the urban area is also emphasised, to bring vibrancy back into the core of the town. There are significant messages within resident and visitor feedback on

creating an environment that is attractive to investment and supportive of change, and Swindon should be attractive to a wide range of people and age groups to live, work and invest time.

The Environment and Movement

- 3.20. There is significant Council ambition for Swindon to be greener. The Local Plan will ultimately reflect this through setting out policies based on a Borough-wide pathway to lower carbon and Net Zero Roadmap. These are emerging documents, but ultimately it aims to recommend approaches that allow us to build on Swindon's strengths, and recast Swindon as a greener place to live and do business. The Local Plan also sets out policies to protect green spaces and bring forward new ones.
- 3.21. The draft Local Plan's approach to transport also factors into our low carbon ambitions. The move to a vision-led transport approach has meant setting out clear priorities for supporting more active travel and public transport usage within the Borough. This means thinking about smarter growth and linking development and growth to existing and new sustainable transport corridors and hubs. It also means rediscovering our strengths for passenger and freight rail.

CHAPTER 4: THE SPATIAL STRATEGY & STRATEGIC AREA POLICIES

4. Good growth spatial principles - directing sustainable patterns of development

4.1 The Spatial Strategy sets out where growth is expected and encouraged in the Borough. It provides spatial expression to the vision and strategic objectives of this Local Plan and to the wider Council missions of Build a Better, Fairer and Greener Swindon.

4.2 Important to this Local Plan are the following approaches:

- Optimising the use of previously developed land;
- Optimising the use of each site so that land is used efficiently and effectively, resisting piecemeal development where there is scope for a more transformational approach;
- Directing development to locations with existing services and facilities, to make efficient use of existing infrastructure, support their continued use and provide opportunities for increased provision;
- Directing development to areas in need of regeneration and renewal where new development can improve the functioning of the built environment and provide additional social infrastructure that addresses deprivation.
- Where greenfield development is required, directing it to areas of lower agricultural, environmental and landscape value.

Policy SS1: Swindon's Spatial Approach to Growth

1. The main focus for housing, commercial and industrial growth for Swindon, including most of its supporting infrastructure, services and facilities, is illustrated on Figure 2 and will be:
 - a) within Swindon Urban Area Sustainable Development Locations, (as designated on the Policies Map), which are:
 1. Swindon Town Centre and the wider 'Central Area' **Strategic Growth Location**;
 2. **Urban District Centres**;
 3. **Urban Regeneration Areas** (including Pipers Way and Marlowe Avenue);
 4. and along key public transport corridors;
 - b) for employment uses only, to designated **Industrial Locations** (particularly for light industrial, industrial, warehousing and distribution);
 - c) the **Strategic Growth Locations** of New Eastern Villages, Wichelstowe, Kingsdown, East Wroughton and North Tadpole.
2. Supplementary growth (including minor development, service provision and infill) may be acceptable within **larger villages** and **small villages and hamlets** (as defined in Policy SS2: Settlement Hierarchy), if sympathetic to local character.

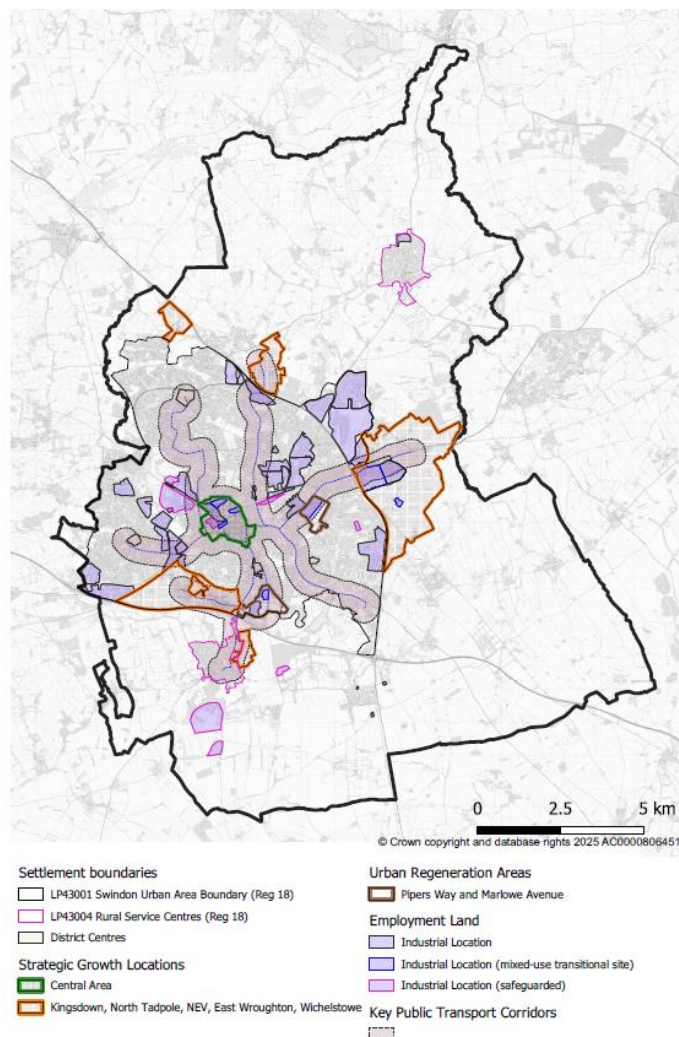


Figure 2:
Key
Diagram –
Main
Growth
Areas

Policy SS2: Settlement Hierarchy

1. The Settlement Hierarchy is set out in Table 1.
2. In line with Policy SS1, the main focus for housing and employment growth will be in the Urban Area Sustainable Development Locations, Urban District Centres, Industrial Locations and Strategic Growth Locations.

4.3 As part of the Local Plan consultation, a Proposed Settlement Boundary Review paper is being prepared. It is intended that this will be available for comment alongside the Regulation 18 Version of the Plan. Comments on this will be considered ahead of the Regulation 19 consultation. This will focus on smaller settlements (large and small villages and hamlets, and emerging Rural Service Centres). The draft Policies Map currently includes proposed amendments to the Urban Area boundary and existing rural services centres.

Table 1: Settlement Hierarchy

Settlement Type	Description	Settlements	
Urban Area	This is the principal settlement within the Borough. It comprises a series of distinct residential neighbourhoods and a large network of town, district and local centres. There is a wide range of services and facilities within the Urban Area including regionally important hubs and destinations such as the Great Western Hospital; museums, theatres and performance venues; shopping outlets and employment; and Swindon Railway Station.	<ul style="list-style-type: none"> Urban Area 	
Rural Service Centres	Medium sized settlements that remain separate from Swindon's Urban Area and sit within a more rural setting. These settlements have a more limited but important range of services and facilities that include health and leisure and often serve a wider rural catchment. Depending on their location, they usually have reasonable accessibility and regular public transport connections into the Urban Area.	<ul style="list-style-type: none"> Highworth Wroughton Great Stall East and Lotmead (emerging) South Marston incl. village extensions /Rowborough (emerging) 	
Larger Villages	These are smaller settlements that typically have a limited range of services, facilities and employment opportunities. They often serve a local catchment area and have lower levels for accessibility.	<ul style="list-style-type: none"> Broad Blunsdon Chiseldon Foxbridge (NEV) Redlands (NEV) Wanborough 	
Small Villages and Hamlets	These are the smallest settlements in the Borough that have very limited or no services, facilities and public transport options.	<ul style="list-style-type: none"> Castle Eaton Sevenhampton Hannington Lower Blunsdon Thorney Park and Langton Park Burderop Alexandra Park and Beranburh Fields 	<ul style="list-style-type: none"> Stanton Fitzwarren Bishopstone Hinton Parva Liddington Badbury Hodson Hampton Inglesham

Strategic Growth Locations

Policy SGL 01 - Swindon's Central Area

1. Swindon's Central Area (as identified on the Policies Map) will play a fundamental role in the Borough's spatial strategy and is designated on the Policies Map as a 'strategic growth location', with the ambition to deliver up to 8,000 new homes and 6,000 new jobs, alongside a regenerated and vibrant main town centre environment, new leisure facilities and new social and cultural infrastructure. The Plan currently allocates sites for 4,347 homes in this area.
2. Proposals for development within Swindon Central Area will be expected to positively contribute towards its transformation into a bustling and thriving mixed-use urban heart that plays a regionally important commercial and leisure role and public transport interchange, where people live, work, shop and relax.
3. Proposals for development within Swindon's Central Area should support the following key place objectives, where applicable:
 - a) **A strong and varied retail core:** The continued success of Regent Street, The Parade and Canal Walk as key shopping streets with a variety of shops, cafés and eateries;
 - b) **New urban living:** The creation of new high-quality homes located above shops and around the retail core to establish a new mixed-use urban neighbourhood that will support a vibrant street environment and the vitality of the centre into the evening;
 - c) **A centre for business:** The creation of new, high-quality office floorspace within the Station Road and Fleming Way vicinity where the presence of regional and national headquarters can continue to grow, as part of a wider strategy to recentralise office uses into the Borough's most accessible and connected location;
 - d) **Station gateway:** High-quality development alongside the railway line and a regenerated station to provide a far more impressive first impression when arriving by train and opportunities to improve permeability across the railway line;
 - e) **Leisure and learning:** Establishing a new urban neighbourhood focused on health, wellbeing and education to the north of the railway, with the Oasis and Swindon College anchoring development;
 - f) **Strengthen key routes:** as defined on the Policies Map, development along key central area routes will be expected to create a consistent and high-quality active frontage and uses that help support pedestrian movement;
 - g) **Knit in green infrastructure:** development will be expected to provide green infrastructure and contribute to the Borough's Green Infrastructure Network;

h) **Respond positively to the historic environment:**

through thoughtful reuse of existing heritage buildings and design responses that are informed by the area's rich industrial history and other heritage assets.

3. Proposals for major development are expected to identify and pursue opportunities to deliver coordinated schemes with neighbouring parcels and come forward through a comprehensive masterplan. Piecemeal development will be resisted in areas where wider regeneration potential has been identified.
4. Proposals for development are expected to be of a scale and quantum that positively recognises the important transit hub role of Swindon's Central Area and its high levels of accessibility.
5. Tall buildings will be supported within the Central Area provided they meet the design quality and safety requirements set out in Policy SD5.
6. The Council is supportive of the redevelopment of car parks in Swindon's Central Area where proposals are able to demonstrate a lack of cumulative need.

7. Where appropriate, the Council will seek improvements to connectivity and green infrastructure. This includes the provision or enhancement of, or contribution towards, improved walking routes and the historic street network, green links, and cycling infrastructure.



Policy SGL 02 – New Eastern Villages (NEV)

1. The NEV (New Eastern Villages) is a Strategic Growth Location, as designated on the Policies Map. The NEV area includes Redlands, Lotmead, Foxbridge, Great Stall, Rowborough and expansion at South Marston and is proposed to bring forward up to 10,000 homes over the Plan period. The Council will require high-quality, comprehensive development in this area. The form of development shall comprise a series of new inter-connected settlements and an expanded South Marston village defined by the network of green infrastructure corridors.
2. Proposals for development within this Strategic Growth Location shall:
 - a) come forward in a comprehensive way, demonstrating how they fit into the wider growth location area and be supported by a masterplan;
 - b) improve connectivity to the Central Area and between settlements, including through the provision walking, cycle and green infrastructure routes which connect into the Borough's Green Infrastructure Network and transit corridors;
 - c) contribute positively to a new Urban District Centre focused along the A420 that includes health and leisure provision and other community facilities;
 - d) provide the necessary supporting infrastructure, including new schools, in line with the NEV Planning Obligations SPD.
3. Infrastructure Obligations in this area will be prioritised in line with the Council's NEV Infrastructure Prioritisation Matrix.
4. Development at South Marston shall be in accord with the South Marston Neighbourhood Plan and must contribute towards the creation of an integrated village that continues to have a distinctly rural and separate identity.
4. To ensure non-coalescence of South Marston with Swindon and the New Eastern Villages, the land between the expanded village and the railway to the south shall remain part of the countryside. Development within this area, as identified on the Policies Map, shall only be permitted with it retains or enhances the existing character of the countryside in line with policies SD6 and CSE7.
5. The character and identity of Wanborough, Bishopstone and Bourton will be protected by the principle of non-coalescence between the settlements, as identified on the Policies Map. Development within this area, as identified on the Policies Map, shall only be permitted where it retains or enhances the existing character of the countryside in line with policies SD6 and CSE7.
6. The route for the Wilts and Berks Canal (as identified on the Policies Map) will be safeguarded and protected from development.
7. The layout of new development should positively respond to existing hedgerows and opportunities to establish new hedges to define boundary edges.

Policy SGL 03 – Kingsdown

1. Kingsdown is identified as a Strategic Growth Location, as designated on the policies map. 1,847 new homes are anticipated to come forward here over the Plan period. The Council will require high-quality, comprehensive development in this area that comes forward in a masterplanned way.
2. Proposals for development in this area shall provide:
 - a. a legible and accessible local centre with local convenience provision, a primary school and a nursery;
 - b. sports and health provision;
 - c. a sensitive design response to the wider area;
 - d. sustainable transport links that integrate the Strategic Growth Location into Broad Blunsdon and into the Kingsdown transit corridor, via a bridge connection over the A419;
 - e. mitigation contributions for the surrounding highway network;
 - f. vehicular access routes from Cold Harbour Junction and the B4019 east of Broad Blunsdon, designed in such a way as to discourage additional trips through Broad Blunsdon and Broadbush and protect amenity of Kingsdown Lane;
 - g. measures to minimise 'rat-running' through Broad Blunsdon and from Cold Harbour Junction
 - h. mitigation contributions in line with North Meadow SAC Interim Mitigation Strategy or successor document, and in consultation with Natural England. Schemes of over 150 units must consult with Natural England on the appropriate package of mitigation measures to avoid increasing recreational pressure on North Meadow, by enhancing accessibility of Stanton County Park.

Policy SGL 04 – Wichelstowe

1. Wichelstowe is identified as a Strategic Growth Location, as designated on the policies map. The Wichelstowe area is proposed to bring forward at least a further 1,600 homes over the Plan period. The Council will require high-quality development in this area that will enhance and complement the existing delivery.
2. Proposals for development in this area shall:
 - a) demonstrate how new delivery supports and complements the existing development
 - b) provide improvements to the public realm and community services, including through the provision of a 3G, football-led sports pitch and playspace;
 - c) contribute to any necessary healthcare provision;
 - d) provide a further 3 FE primary school,
 - e) include walking, cycling and green infrastructure to allow active travel connectivity through the site and towards Swindon Town Centre;
 - f) link in new bus priority routes through the site and into the wider transit corridors; and
 - g) protect the South Swindon Green Trail.

Policy SGL 05 – East Wroughton

1. East Wroughton is identified as a Strategic Growth Location, as designated on the Policies Map. East Wroughton is expected to bring forward 1031 homes over the Plan Period. The Council will require high-quality, comprehensive development that comes forward through a strategic masterplan.
2. Proposals for development in this area shall:
 - a) Include pedestrian links through adjacent resident parcels as part of a joined up, masterplan approach;
 - b) Come forward as a housing-led scheme, with the potential for supporting local facilities or services;
 - c) Be sensitive to views into countryside when determining layout; and
 - d) Contribute towards the bus transit corridor.



Policy SGL 06 – North Tadpole

- 1 North Tadpole is identified as a Strategic Growth Location, as designated on the Policies Map. North Tadpole is proposed to bring forward 513 new homes over the Plan Period. The Council will require high-quality, comprehensive development in this area that comes forward through a strategic masterplan.
2. Proposals for development in this area shall:
 - a. create a positive and active built frontage along William Morris Way, with existing trees incorporated where possible into front boundary treatments or as part of the public realm;
 - b. establish a consistent pedestrian route along William Morris Way to link the area under the A419 to Ermin Street and Broad Blunsdon;
 - c. recognise the prominence of the Tadpole Triangle site (s0106b) when approaching from the east and ensure that it responds positively to its position, potentially with the inclusion of a small convenience store at the ground floor; and
 - d. respond positively to topography via street layout and massing and take opportunities to frame views into the countryside.
3. Provide mitigation contributions in line with North Meadow SAC Interim Mitigation Strategy or successor document, and in consultation with Natural England. Strategic Alternative Natural Green Space provided on site should be in line with the Guidance in Appendix 4 of the Interim Mitigation Strategy or successor document.



Urban Regeneration Areas

Policy UGA 01 – Marlowe Avenue

1. Marlow Avenue is identified as an Urban Regeneration Area, as designated on the Policies Map. Marlowe Avenue is proposed to bring forward 976 new homes over the Plan Period. The Council will require high-quality, comprehensive development in this area that comes forward through a strategic masterplan.
2. Development shall contribute towards the bus transit corridor.
3. Planning applications for a change to residential use should demonstrate industrial re-provision (including via existing site intensification) can be met elsewhere in the Borough.

Policy UGA 02 – Pipers Way

1. Pipers Way is identified as an Urban Regeneration Area, as designated on the Policies Map. Pipers Way is proposed to bring forward 844 new homes over the Plan Period. The Council will require high-quality, comprehensive development in this area that comes forward through a strategic masterplan.
2. Development shall contribute towards the bus transit corridor.
3. Development proposals shall include pedestrian links through adjacent resident parcels as part of a joined up, masterplan approach.

CHAPTER 5: SUSTAINABLE, HIGH-QUALITY DEVELOPMENT

5. Introduction

- 5.1. Sustainable development is integral to good placemaking. This encompasses many factors from the effective use of land, to well-designed homes, public realm and transport routes. The Council also recognises the key role that heritage and the environment play in place shaping Swindon's identity. It is important that all development in Swindon Borough contributes to and meets overall sustainable placemaking ambitions of the Council to secure and promote Swindon as a high quality, attractive place that is liveable, workable, and enjoyable.
- 5.2. Sustainable development also means ensuring the right infrastructure is in place at the right time to support growth.
- 5.3. The policies in this chapter focus on ensuring new development is managed and designed to a high-quality, whilst protecting Swindon's heritage assets.

Links to Policy Objectives and Policies

Policy Objective Links:	<ul style="list-style-type: none"> • SO1 – Regenerating the Town Centre • SO2 - Place and Belonging • SO3 – Homes for all • SO4 – Economic prosperity • SO5 – Connected Communities and Sustainable Movement • SO6 – Low Carbon • SO7 - Health and Wellbeing
Policies	<ul style="list-style-type: none"> • SP1 – Sustainable Development • SD1 – Effective Use of Land • SD2 – Mixed Use Development Principles • SD3 – High-Quality Design • SD4 – Inclusive Design • SD5 – Tall Buildings • SD6 – Space and Accessibility Standards • SD7 – Residential Extensions and Alterations • SD8 – Historic Environment • SD9 – Heritage Transport Assets

Strategic Policy SP1: Sustainable Development

1. All proposals for new development must be sustainable; making effective use of land, integrating well into existing routes and connections, and designed to a high-quality (including considerations for carbon reduction in line with policies CSE1 and CSE 2 of this Plan).
2. The Council will promote high quality design and effective use of land by:
 - a) requiring a 'design-led' approach to optimising density and site potential responding sensitively to local distinctiveness.
 - b) supporting brownfield redevelopment (subject to other policies in this Plan).
 - c) encouraging tall buildings where they meet the policy requirements set out in Policy SD5.
 - d) requiring new developments to be safe, accessible and designed to a high-quality.
 - e) requiring developments to preserve or enhance Swindon's heritage assets (where applicable) and be designed in a sympathetic manner to their surrounding character.
 - f) supporting development that aims to create attractive, engaging spaces which are more likely to be well-used and resilient.
 - g) supporting development that improves and facilitates active lifestyles, and improves the wellbeing of new and existing communities, and
 - h) supporting 'meanwhile' uses (where they are policy compliant).
3. Where infrastructure is required to be provided by new development, the Council will expect this to be appropriately phased, taking account of local infrastructure pressures.
4. The approval of new development will be conditional on the appropriate water infrastructure and energy capacity being in place. Developers should engage with Thames Water and SSEN (Scottish and Southern Electricity Networks) early in the planning process in line with Policies U1 and U2.



SD1: Effective Use of Land

1. Development proposals should make effective use of land through optimising density (including through the use of layout and design), whilst being sympathetic to the surrounding environment.
2. Proposals for employment uses should demonstrate how they have sought to intensify floorspace capacity.
3. In addition to the above, windfall development is expected to:
 - b. Build upon existing concentrations of activities and existing infrastructure;
 - c. Not require major investment in new infrastructure, including transport, water supply and sewage. Where this is unavoidable, development must be appropriately phased to coincide with new infrastructure provision.
4. Temporary/'meanwhile' uses will be supported in principle, where they will benefit the vitality of the Borough's Strategic Growth Locations or district centres.

SD2: Mixed Use Developments

1. Mixed-use developments must be designed in a way that allows the relevant uses to effectively and harmoniously co-exist.
2. To achieve Clause 1 above, mixed-use development must come forward using a masterplan approach.
3. Development proposals must demonstrate how any potential nuisance that may create a conflict between the two or more uses would be managed.



SD3: High-Quality Design

Strategic Growth Locations

1. Where development is proposed in the Borough's Strategic Growth Locations (as identified on the Policies Map), proposals must:
 - a) demonstrate how the scheme fits into the wider delivery ambitions of the area via a comprehensive masterplan that considers key routes and public spaces allowing for safe and easy movement for all users through the development;
 - b) show consideration for how the development will contribute to the Borough's Green Infrastructure network;
 - c) contribute to landscaping and public realm improvements (as part of a wider masterplan); and
 - d) positively contribute to the overall quality of the area, both short-term and over the lifetime of development.

General Design Principles

2. All development proposals, including extensions, alterations and change of use to existing buildings must:
 - a) be of a high-quality design in order to facilitate strong placemaking, creating an inclusive, safe and accessible environment for all individuals;
 - b) be sympathetic to the existing townscape, local character and history of the area including the surrounding built environment; and,
 - c) show consideration for ancillary parts of development including bin storage and effective cycle parking so that these aspects are appropriately and effectively integrated in a secure and well-designed manner (where applicable).

3. All development proposals (excluding householder applications) must:
 - a. be designed with safety and crime-prevention in mind. This should be clearly demonstrated within design proposals for major sites;
 - b. be accessible to a wide range of specific needs;
 - c. contribute positively to the public realm, where this is applicable, and
 - d. make efficient and effective use of land through layout, arrangement of plots and design.
4. Apartments (residential units that may share a common access but also include duplexes and maisonettes on single or split levels and with or without private entrances) must:
 - a) avoid single-aspect units. If it is justified that there is no other option available, single aspect units may not face north; must only comprise a limited number of the overall units; and must include additional mitigating amenity measures such as generous balconies;
 - b) achieve natural light and ventilation, and mitigate the potential for excessive solar gain or moisture retention;
 - c) avoid runs of double banked internal corridors with no natural light;

- d. include access to private external space that equates to 10m² min per apartment or 5m² min per apartment within the Town Centre. This may be provided as either private balcony space, by shared amenity gardens or a combination; and
- e. Provide communal areas designed to encourage interaction between neighbours, for example, fixed seating or communal lobby space.

Space Standards

5. All residential development including new build, conversions, subdivisions and extensions, across all tenures, is required to meet, as a minimum, internal space standards set out in the Nationally Described Space Standards.



SD4: Inclusive Design

- 1 Major development proposals should:
 - a. meet a range of specific individual needs, including those of the young, elderly and those with a disability,
 - b. provide a wide assortment of house types and tenures including affordable housing that is tenure-blind in design (in accordance with policies HC1 and HC2), and
 - c. be inclusive, accessible and safe incorporating design attributes that reduce the likelihood of crime, antisocial behaviour and the fear of crime itself.
- 2 New and enhanced public realm and other public spaces must:
 - a. be fully accessible to everyone and can be entered, exited, used and navigated independently, safely and easily.
 - b. have no disabling barriers that create inaccessible areas for those with impaired mobility, or require them to seek separate routes; and,
 - c. ensure street and transport infrastructure is designed to be inclusive and enhance safety (aspects to be considered include width of routes/paths/access points, enhanced lighting, safe travel routes, seating provision and tactile paving.)

SD5: Tall Buildings

1. Proposals for tall buildings must:

- a. Be located within Swindon's Central Area (as shown on the Policies Map), where there is a high-level of accessibility to a variety of transport modes and facilities;
- b. Make a positive contribution to the visual experience of the local townscape and Swindon's skyline, particularly when located within or adjacent to key view locations, by considering building height, massing, orientation, and design quality;
- c. Positively contribute to wayfinding (e.g., through distinctive architecture);
- c. Be justified by townscape and visual impact assessments (which should include the use of 3D modelling);
- d. Make a visually seamless connection with the ground plane and integrate with the street scene, public realm and urban block structure with celebrated entrances that are proportionate, attractive and welcoming;
- e. Be well-designed in a way that is also sensitive to the character and heritage of the area, ensuring that any potentially unacceptable amenity impacts are mitigated through design;
- f. Demonstrate how they respond to and, where possible, enhance identified strategic view corridors and townscape opportunities as set out in the Tall Buildings Strategy;
- g. Create comfortable and attractive public realm surroundings, protect important views, and avoid dominant overshadowing of public spaces, or creation of 'tunnels' and negative microclimatic effects;
- h. Provide access to outdoor space as part of the development in the form of balcony's, pocket parks and other public space provision;
- i. Incorporate mitigation measures such as anti-climb methods, fences, barriers and rails to help prevent falls; and
- j. Meet the regulatory requirements for higher risk buildings, including any regulatory fire safety requirements, to ensure building safety.

SD6: Villages and Development in the Countryside

Design Quality within Villages

1. Development proposals within village settlement boundaries should refer to relevant Neighbourhood Plan policies, Design Codes, Guidance, Conservation Area Appraisals (where relevant) and pay particular attention to the landscape setting of the village, the shape and form of the settlement and the nature of the buildings themselves to support locally distinctive design.
2. Development proposals should reflect local densities in grading development in a scheme with medium to higher densities within the village core or as defined by Neighbourhood Plans, and having regard to the relevant Conservation Area Appraisal (where applicable).
3. Outside of the urban area boundary and rural settlement boundaries the following types of development will be supported:
 - i. new dwellings that accord with national policy on 'isolated new dwellings in the countryside' and the conversion of agricultural buildings to residential use, provided that:
 - in the case of the re-use of a redundant or disused building, the building is worthy of retention, structurally sound and capable of conversion without substantial reconstruction, and that the proposal is in-keeping with the original character of the building;
 - the number of units and density of development is appropriate to the building's location;
 - the building has an existing curtilage, or a curtilage which can be created, which does not adversely affect the landscape character of the vicinity, or character and significance of building if converted;
 - the potential impact on heritage assets is assessed and, if necessary, appropriately mitigated.
 - ii. dwellings that are rural exception sites or entry level exception sites that meet the requirements of national policy and are adjacent to an existing settlement.
 - iii. agricultural workers' dwellings in accordance with relevant policies.
 - iv. low carbon and renewable energy development in accordance with policies CSE1 and CSE2.
 - v. the diversification of a viable farm holding.
 - vi. the development, (on sites adjacent to a village), of community facilities in accordance with Policy SD6.
 - vii. rural tourism and leisure facilities which respect the character of the countryside, including small-scale visitor accommodation.
 - viii. the creation of small-scale rural offices or the expansion of other existing rural-based businesses through conversion of existing buildings or new buildings.

SD7: Residential Extensions and Alterations

1. Proposals for extensions and alterations to residential properties and outbuildings within their curtilage must comply with the following criteria:
 - a) The scale of the enlargement or outbuilding is clearly subservient to the host dwelling;
 - b) It is not overbearing or of a form which would be detrimental to the amenity of nearby residents by virtue of loss of outlook, daylight, sunlight and / or privacy
 - c) The design is both high-quality and sensitive-to the local area (in line with Policy SP1 and Policy SD3)
 - d) It does not harm the historic and/or architectural integrity of the existing or nearby dwellings or matters of historic importance;
 - e) The use of materials is appropriate within the local architectural context;
 - f) There is no adverse impact on trees, particularly those of value, (in line with Policy CSE6);
 - g) Biodiversity is conserved and enhanced, in accordance with Policy CSE8.



SD8: Historic Environment**Heritage Assets**

1. All new development must protect or enhance, and (where applicable) promote, the Borough's heritage assets.
2. Where development proposals may adversely impact upon the significance of heritage assets, great weight should be placed on the asset's conservation. Any harm or loss of significance of any designated heritage asset, including to its setting must be strongly justified
3. Proposed developments that bring harm and loss to a heritage asset will be weighed against the public benefits (including heritage benefits) of the proposal, including where appropriate, securing the long-term use of the asset representing its optimum viable use. The weighing up of harm or loss of a heritage asset and the proposal's public benefits should be considered at a level appropriate to the asset's significance and the harm caused.
4. Development proposals that appropriately enhance significance, including improving the condition of heritage assets identified on Historic England's 'Heritage At Risk' Register, will be supported. Where there is evidence of deliberate damage or neglect, the deteriorated state of the heritage asset will not be weighted in any decision.
5. The sensitive reuse of historic buildings and spaces will be supported and opportunities for the historic environment to inform and shape development and regeneration projects will be encouraged.
6. The adaptation of heritage assets in accordance with policies CSE1 and CSE2 using appropriate materials and techniques which conserve their fabric and significance will be supported.
7. Similarly, the opportunities of landscape and green-blue infrastructure and biodiversity to positively respond to and enhance the significance (including setting) of heritage assets in accordance with policies CSE3 and CSE7 will be supported.
8. Proposals for the alteration of, or development (which require planning permission and/or listed building consent) affecting the historic environment must be accompanied and informed by an assessment of heritage significance and the likely impact of the proposals upon that significance.

Conservation Areas

9. Development proposals affecting Conservation Areas or their settings will be supported where they preserve or enhance the character and appearance of the area. Proposals should pay regard to the special architectural or historic interest outlined in the relevant Conservation Area Appraisal and Management Plans.
10. Demolition of buildings or structures that make a positive contribution to a Conservation Area will generally not be permitted. In exceptional cases where demolition is proposed, the building's relative significance and its contribution to the significance of the Conservation Area should be considered.

Scheduled Monuments

11. Scheduled monuments and other nationally important archaeological sites (as identified on the Policies Map) and their settings must be preserved in-situ.

Assets of archaeological significance

12. All new development must protect, or enhance, and promote the Borough's archaeological heritage. Where development may affect sites of archaeological significance or potential significance, a desk-based assessment, and if necessary, a field evaluation should be carried out and submitted with the proposal. Proposals that harm or contribute to the loss of such assets will not be supported unless appropriate mitigation measures are secured, including the excavation, recording, publication and conservation of the remains and the long-term storage of finds. Where appropriate, provisions should be made for the on-site interpretation at the asset itself.

SD9: Heritage Transport

Wilts and Berks Canal

1. Existing and aspirational canal alignments, as defined on the Policies Map, shall be safeguarded to maintain the possibility of the long-term re-establishment of the Wilts & Berks Canal and North Wilts Canal as navigable waterways. This will be achieved by ensuring:
 - a. that the integrity of those existing stretches of canal (and its remaining associated structures) are not harmed by development proposals; and
 - b. that aspirational stretches are protected from development (including by infrastructure), unless affected alternative alignment is proposed.
2. Proposals for new or restored stretches of canal will be permitted where all following criteria are met. The proposal must:
 - a. ensure land necessary to the proper function of the canal and-associated development such as footpaths, bridges, locks, ponds, basins including for maintenance requirements, is secured for these purposes.
 - b. ensure that its environmental impacts have been fully assessed and where appropriate any mitigation forms part of the scheme, so there is no unacceptable risk or harm to:
 - I. ecology, flood risk, water resources and water quality;
 - II. landscape character and significance of heritage assets (including archaeology);

Swindon and Cricklade Railway

3. A deviation route for the Swindon and Cricklade Heritage Railway will be safeguarded from its present terminus at Taw Hill Halt south to a new terminus in the Mouldon Hill Country Park as shown on the Policies Map.
4. Proposals for development should not adversely impact on the integrity of this alignment, or the Swindon and Cricklade Railway's ability to operate the alignment as a heritage railway.
5. Proposals for the use of this route as a heritage railway will be permitted where the following criteria are met:
 - a. The land necessary to the proper function of the railway and associated development including for maintenance requirements is secured for these purposes. for these purposes is included.
 - b. the environmental impacts of the proposal have been assessed and, where appropriate, any mitigation forms part of the scheme, and that there is no unacceptable risk to:
 - i. ecology, flood risk, water resources and water quality; and
 - ii. landscape character and significance of heritage assets (including archaeology).



Supporting Text

- 5.4. Sustainable development is an integral part of good placemaking. It encompasses a range of factors including effective use of land, high-quality design and maintaining a place's character and identity. National planning policy places clear emphasis on the role that high-quality, beautiful and sustainable buildings play in planning.
- 5.5. Successful developments comprise buildings and architecture with harmonising scale, proportion and characteristics. By taking cues from existing buildings and the surrounding character, it is possible to create additions to the built environment that complement the existing place. This policy seeks to ensure that care and consideration is given to the design of buildings, their component parts and extensions so that the result is beautiful and harmonious development.
- 5.6. A lot of Swindon's residential development is relatively low-rise, particularly in the outer parts of Swindon, reflecting their more sensitive natural environments. That said, Swindon does have a need not only for a substantial number of new homes, but also to rejuvenate an underutilised Town Centre.
- 5.7. The handful of examples of buildings significantly taller than prevailing heights in Swindon are already located in the Town Centre (e.g., the DMJ), but buildings of 6-8 storeys are no uncommon. Based on an assessment of the urban townscape, Tall Buildings in Swindon Borough are considered to be over six storeys in height. Proposals for such buildings are proposed to be directed to the Centre where they would be most in character with their surroundings, and where increased density is brought forward in a sustainable, well connected location. Swindon Town Centre has the widest range of facilities, public transport options and it functions as the epicentre of Swindon's economic and cultural activities.
- 5.8. Whilst a positive approach to Tall Buildings is a more effective use of space, recent unforeseen challenges such as COVID-19 have shown the importance of sufficient internal and outdoor space. With a shift towards increased home working, the right space at home is important now more than ever. National Space Standards should be delivered, as a minimum.
- 5.9. The pandemic also emphasised the need for closely located outdoor space and the role it plays on health and wellbeing. As such, closely connected outdoor space, whether in the form of a balcony or

communal garden, should be provided by new development to maintain positive health and wellbeing.

- 5.10. Another important aspect of design is inclusive design. This places individuals at the heart of the design process, designing sustainable communities which are safe, welcoming, and well-planned offering equality of opportunity and good services and amenities for all. Inclusivity in the built environment will be an important contributor to the Council's 'Fairer Swindon' mission and will create an environment in Swindon in which all people have equal, easy and dignified access to Swindon's buildings, places and spaces'.
- 5.11. Alongside design, heritage plays an important role in shaping an area and its identity. National policy is clear on the role of new development in protecting or enhancing heritage assets. Swindon has 50 schedule monuments and 27 conservation areas, all playing a key role in Swindon history, character and identity. The policies in this Plan seek to preserve and enhance the heritage value of these assets and areas.



- 5.12. Alongside its scheduled monuments, Swindon also has transport related heritage assets including the Wilts and Berks Canal, and the Swindon and Cricklade Railway. These assets play a role in Swindon's history and are being safeguarded to preserve them for future generations.

Wilts and Berks Canal

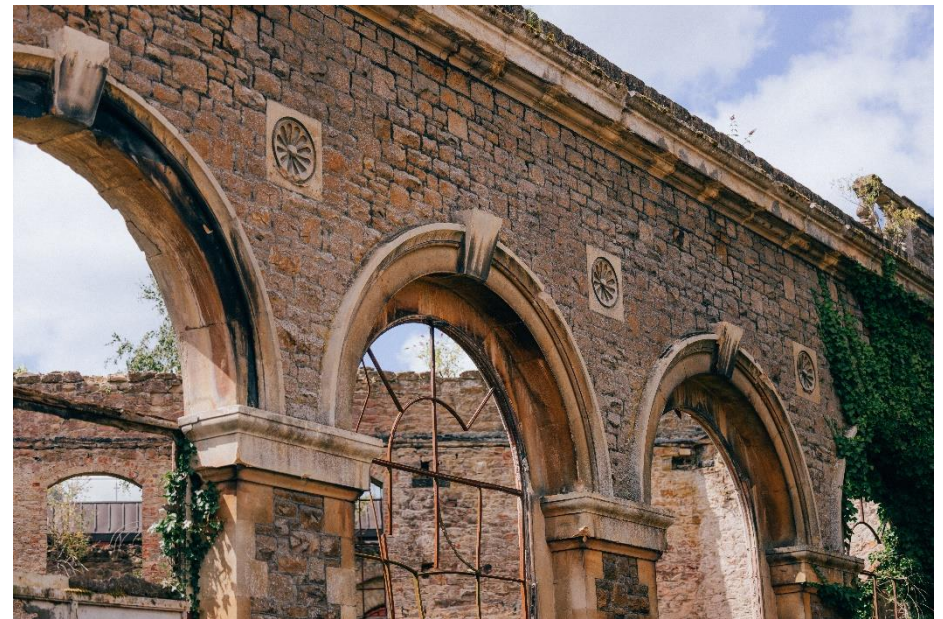
- 5.13. Within the Borough there are the remains of two canals; the Wilts & Berks Canal which connected the Kennet and Avon Canal at Semington to the River Thames at Abingdon, and the North Wilts Canal which connected the Wilts & Berks Canal at Swindon to the Thames and Severn Canal at Latton, near Cricklade. This route subsequently became part of the Wilts & Berks Canal. Restored sections of the canal have been delivered within the Wichelstowe development and further safeguarding is sought.
- 5.14. Although much of the canal line and associated artefacts remain, particularly in the rural parts of the Borough, within the urban area of Swindon, parts of the original route have been developed.

Swindon and Cricklade Railway

- 5.15. The Swindon and Cricklade Railway currently operates a heritage railway from Blunsdon Station north to Hayes Knoll in Wiltshire and south to a temporary terminus at Taw Hill Halt. Heritage railways provide a valuable historic resource,

generate tourism and have the potential to provide a more sustainable means of transport than the private motor car. The section between Taw Hill Halt and the proposed terminus at Mouldon Hill incorporates an embankment bespoke built along a deviation from the historic route of the line, built by the developers of the Northern Development Area through legal agreement.

- 5.16. The Policies Map shows the protected route to the station site at Mouldon Hill, in accord with the approved Mouldon Hill Country Park Master Plan.



CHAPTER 6: PLACES FOR PEOPLE

6. Introduction

- 6.1. Housing is an essential element for growth and, with an increasing population, the Borough needs to bring forward new housing to meet the needs of both current and future Swindon residents.
- 6.2. An essential element of housing delivery is ensuring the right types and tenures of homes are provided. Providing affordable housing alongside specialist types of housing and accommodation (including for the Boroughs Gypsy, Traveller and Travelling Showpersons' communities) is integral to creating a fairer and more inclusive Swindon.
- 6.3. This chapter sets out requirements on development for the types and sizes of housing that should come forward, supported by an up-to-date Local Housing Needs Assessment.

Links to Policy Objectives and Policies

Policy Objective Links:	<ul style="list-style-type: none"> • SO1 – Regenerating the Town Centre • SO2 - Place and Belonging • SO3 – Homes for all • SO4 – Economic prosperity • SO5 – Connected Communities and Sustainable Movement • SO6 – Low Carbon • SO7 - Health and Wellbeing
Policies	<ul style="list-style-type: none"> • SP2 - Homes for the Community • HC1 – Housing Tenures and Sizes • HC2 – Affordable Housing • HC3 – Accessible Housing • HC4 – Specialist Accommodation • HC5 – Gypsy, Traveller and Travelling Showpersons' Accommodation • HC6 – Rural Exceptions Sites and Rural Workers' Dwellings • HC7 – Custom and Self-Build Housing • HC8 – Housing in Multiple Occupation and Sub-Division

SP2: Homes for the Community

1. The Council's housing requirements, as per the most up to date standard method, is 1,205 homes per year. This equates to 24,100 new homes over the 20-year Plan period to 2043. The Council will seek to enable these targets to be met subject to all relevant policies of this Plan.
2. The housing requirement will be met through:
 - a) encouraging and supporting mixed-use development in the Central Area which will include residential uses,
 - b) supporting proposals for tall buildings where they are in accord with Policy SD5.
 - c) Supporting proposals for self-and-custom build where they do not conflict with Development Plan policies.
 - d) continuing to monitor housing delivery to help identify any shortfall or stalled site progress;
 - e) supporting proposals that meet the needs of specific groups, e.g. Gypsy, Traveller and Travelling Showpersons accommodation, older persons' housing and student accommodation, where proposals meet the policy requirements of this Plan and can show a demonstrable need.
 - f) seeking to meet Swindon's 'small sites' requirement through identifying suitable sites and supporting policy-compliant proposals.
3. The Council will seek to secure 30% affordable housing from major development proposals, in line with Policy HC2.
4. The Council also has a requirement for 35 Gypsy and Traveller pitches and 19 Travelling Showperson plots during the life of the Plan. Proposals for such types of accommodation will be supported where they meet the criteria set out in Policy HC8, where there is a demonstrable need and subject to all other relevant policies of the Plan.
5. In areas where Houses in Multiple Occupation are prevalent, the Council will seek to ensure that issues around their cumulative impacts are addressed.

HC1: Housing Tenures and Sizes

1. All major residential development is required to provide balanced mixed-communities with tenures and house sizes that reflect local housing need in accordance with the latest Local Housing Needs Assessment, including sub-area analysis and in consultation with the Council's housing department based on the most up to date evidence of need at the time of application.
2. Major residential developments within Swindon urban area should:
 - a) deliver a balanced approach to housing delivery and include 1 and 2 bedroom properties within schemes where this is practical to support mixed communities;
 - b) facilitate choice in the marketplace; and
 - c) increase the range of urban housing.



HC2: Affordable Housing

1. All major residential development will be expected to maximise affordable housing delivery and provide, as a minimum, 30% affordable homes, of which there is a local need for 78% to be social rent.
2. Where possible, affordable housing should be delivered on site and the mix of affordable housing sizes and tenures should reflect local housing needs evidence including the Local Housing Needs Assessment and plan sub area analysis, and include a particular focus upon the delivery of social and affordable rented units.
3. Off-site affordable housing either in part of whole of the 30% contribution will be considered in exceptional circumstances if it is not practical to deliver on-site or there are demonstratable benefits of off-site provision.
4. Affordable housing should be of high quality and of neutral ('tenure-blind') design and integrated within developments complying with standards set out under policies SD3 and SD4.
5. Off-site contributions should enable affordable housing to be provided elsewhere in the Borough. The contribution will be based on the difference between the open market value of a dwelling and the price a Registered Provider would pay if affordable housing were provided on-site.
6. Affordable housing will be secured through a planning obligation and on-site affordable housing should be transferred to the Registered Provider at the point agreed in the s.106 agreement and remain affordable in perpetuity.
7. The Council is focused on other types of affordable housing delivery, however, where First Homes do come forward, the following connection restrictions will apply:
 - i. The purchaser is ordinarily resident within Swindon Borough and has been for a continuous period of not less than 6 consecutive months prior to exchange of contracts for the relevant First Home; and/or
 - ii. The purchaser has a close family association within Swindon Borough by reason of a parent or child who is ordinarily resident within the Council's administrative borough; and/or
 - iii. The purchaser has been for a continuous period of not less than 12 consecutive months prior to exchange of contracts for the relevant First Home in permanent continuous employment with Swindon Borough.
8. The policy also applies to any self-contained units of accommodation within a residential institution (Use Class C2).

HC3: Accessible Housing

Accessibility and Adaptability

1. New homes should be designed to be adaptable to the changing needs of households during their lifetime, including ageing and meet the needs of groups with specific housing requirements. The following proportion of accessible homes applies:
 - a) All new C3 dwellings should meet Building Regulation requirement M4(2) 'adaptable' dwellings' standard; and
 - b) On major development sites over 0.5 hectare or 50 units or more, a minimum 2% of all dwellings should meet Building Regulation requirement M4(3) - designed to be wheelchair accessible, or easily adaptable for residents who are wheelchair users.
2. Any dwelling built to M4(3) standard should also ensure a wheelchair user occupant has ability to use any outdoor space, parking and communal facilities by wheelchair including approach routes and entrances.
3. Where through-lifts are to be provided, in individual dwellings these should be located in circulation space such as hallway/landing. Wheelchair user dwellings above ground floor need to be accessible by lift. In order to demonstrate that a dwelling is capable of meeting the provisions for a wheelchair user dwelling, furnished plan layouts that show the access zones, storage and other provisions must be provided to a scale of at least 1:100.
4. The Council will support the provision of proposals for specialist housing other than wheelchair user homes where they meet the specific needs of people with disabilities (for example, accommodation for younger adults with moderate learning disabilities) as part of achieving mixed communities.



HC4: Specialist Housing

1. Proposals for specialist housing (Use Class C2) designed to specifically meet the needs of older people must:
 - a) Ensure that all individual dwellings have inbuilt flexibility in accordance with the optional Building Regulations M4(2) Category 2: Accessible and adaptable dwellings or any subsequent update in order to enable easy adaptation to meet changing needs over time;
 - b) Ensure that at least 50% of dwellings are suitable for occupation by wheelchair users, or easily adaptable for residents who are wheelchair users in accordance with the optional Building Regulations M4(3) Category 3: Wheelchair user dwellings or any subsequent update;
 - c) Ensure all communal spaces and internal and external facilities are fully wheelchair accessible;
 - d) Ensure there is safe, secure and appropriate provision for the storage of mobility scooters and wheelchairs;
 - e) Ensure there are safe, accessible, convenient routes to all buildings and spaces within the site. This requires path widths of no less than 1.5 metres and gradients of no more than 1:20;
 - f) Ensure that drop-off and collection points are provided immediately adjacent to pedestrian routes and as close as possible to main entrances; and
 - g) Provide level entrances and doorways accessible by all or at least one-level entrance.
2. Proposal layouts will require the incorporation of car parking and garage provision and will generally be of a lower density than conventional family housing. Where proposals are of a sufficient scale, they should incorporate facilities such as healthcare, communal meeting rooms and other communal meeting rooms and other communal facilities that help to meet the general and social needs of active older residents.
3. Major development for Market-led C2 retirement community schemes should provide 30% affordable housing units on-site.
4. Where applicable, pre-application discussions with Swindon Borough Council's Adult Social Care or the Clinical Commissioning Group (CCG) are recommended in order to ensure proposals respond to identified local need.

HC5: Houses in Multiple Occupation and Sub-Division

1. New houses in Multiple Occupation (HMOs) will only be supported where they:
 - a) meet an identified need,
 - b) do not undermine the provision of self-contained housing,
 - c) do not result in the loss of character or amenity to the area as a consequence of increased traffic, noise or general disturbance,
 - d) are located in an area of high transport accessibility, and
 - e) comply with relevant standards and design requirements set out in Policy SD3.
2. Bin and cycle storage must be of an appropriate size and standard for the units proposed and should be located at ground floor level with easy access and appropriate screening.



HC6: Rural Exceptions Sites and Rural Worker Dwellings

1. The council will support affordable housing schemes and community-led development as an exception to normal rural housing policy where:
 - a) A sequential approach to site identification has demonstrated that no other suitable sites are available within settlement boundaries, or the built form of smaller settlements;
 - b) The site is within existing built form or immediately adjoining a settlement boundary and is well-related in terms of location, scale and housing type to the built-up area;
 - c) The development proposal complies with design, housing and construction standards as set out elsewhere in this plan including any local design code and is sensitive to landscape value, settlement character, and site characteristics, ensuring that environmentally sensitive sites are not affected.
2. For housing exception sites:
 - a) The proposal will meet an evidenced local affordable housing need identified through a local affordable housing needs assessment utilising a methodology agreed in advance with the Local Planning Authority, or for single dwelling schemes evidence that an applicant's housing needs cannot be met elsewhere in the local area, through market or affordable housing;
 - b) A local connection to be detailed in the lettings plan and legal agreement is demonstrated and for single dwelling schemes a strong residency or employment connection is proven.
 - c) The site is capable of management by an appropriate body that is legally able to provide affordable housing and held in perpetuity as affordable.
3. For community-led development proposals:
 - a) The proposal would not be larger than one hectare in size;
 - b) Sites would not be on the location of an affordable housing exception site; and
 - c) The proposal will meet an evidenced local affordable housing need identified through a local affordable housing needs assessment utilising a methodology agreed in advance with the Local Planning Authority.
4. Where housing is delivered as intermediate tenure (shared ownership or First Homes) this should be secured through a Section 106 agreement or appropriately worded condition.
5. Only in exceptional circumstances where it can be demonstrated through an agreed viability assessment that there is insufficient public funding to make the scheme viable, and the types of affordable housing could not be remodelled to improve viability, a small element of on-site private market housing may be acceptable to provide a cross subsidy, secured through a legal obligation.

Rural Workers' Dwellings

6. Proposals for permanent dwellings in the countryside for full-time workers in farming, including those taking majority control of a farm business, forestry or other business with an essential rural location will be permitted where:
 - a) an independent appraisal is submitted with the application demonstrating that there is an essential functional need for the proposed dwelling which cannot be met by existing suitable accommodation available in the area, or by rearranging duties and responsibilities between workers;
 - b) the size of the proposed dwelling is no larger than required to meet the functional needs of the enterprise, which is evidenced with the planning application;
 - c) financial information is submitted with the application to demonstrate the viability of the business;
 - d) the dwelling is provided by adapting an existing building on the holding. If this is not possible the new dwelling should be located in close proximity to existing farm buildings or other dwellings on the holding; and
 - e) the proposed dwelling would not result in harm to heritage assets, landscape character or visual amenity.
7. Where a new dwelling is permitted, this will be subject of a planning condition or obligation ensuring the occupation will be limited to persons solely, or mainly, working in farming, forestry or other business with an essential rural location and to any resident's dependents or surviving resident partner and dependent.
8. It may also be necessary to impose a planning condition or obligation to prevent the severance of an agricultural dwelling from some or all of the land comprised in the agricultural unit the functional needs of which the dwelling is intended to meet.



HC7- Self and Custom Build Housing

1. The Council will support proposals for self-build and custom-build projects that are delivered in accordance with policies in the Development Plan and fulfil the following criteria. They;
 - a. Provide for a single unit net increase change of use, conversion or new build, or alternatively a replacement dwelling;
 - b. Allow for safe and appropriate access to a highway;
 - c. Allow for sufficient opportunities to provide electricity, water and waste water connections, or make adequate alternative arrangements
 - d. Demonstrate that the primary occupant has had, or will have, meaningful input into the design of the home to satisfaction of the Local Planning Authority that this meets the requirements under the Self and Custom Build Act. The onus is on the applicant to clearly demonstrate beyond reasonable doubt that the property (or plot) will meet the full legal definition as set out in the Act.
2. In the Borough's Strategic Growth Locations, the Council will expect a mix of tenues and types (in line with policies HC1 and HC2) including opportunities for self-build and custom build.
3. Neighbourhood Development Plans should consider the local need for this type of development and where appropriate identify specific sites to allocate for self-build and custom-build housing.
4. Where serviced plot(s) for self and custom-build have been sought as part of a strategic site or as an allocation in a Neighbourhood Development Plan they must be made available and marketed for 12 months. If, following this marketing these plots have not sold, and sufficient evidence is provided that there is not likely to be market interest in the plot(s), the applicant will be able to develop the land for further market housing.
5. The provision of self-build and custom-housing plots will be secured through legal agreement.

HC8- Gypsy, Traveller and Travelling Showpersons' Accommodation

1. Swindon's existing provision of Gypsy, Traveller and Travelling Showpersons sites, listed below, will be protected, while demand exists.

Site	Ownership	Authorised pitches
Existing Gypsy and Traveller Sites		
Hay Lane Caravan Site	SBC	37
Land at High View	SBC	2
Front Lane	Private	3
Double Oak Farm	Private	2
Existing Travelling Showperson Plots		
Furndale Road	Private	4

Table 2

2. Swindon Borough has a need for 35 new permanent pitches for Gypsy and Travellers and 19 new plots for Travelling Showpersons across the Plan period. To contribute towards meeting these needs, the following sites are allocated:

Site	Ownership	Potential pitches
Chiseldon Firs	SBC	10
Little Rose Lane	Private	10
Land at Quebec Road	Private	10

Table 3

3. If unmet need can be demonstrated, the Council is supportive of short-term and long-term sites coming forward where they:
 - a. provide safe access to and from the public road network;
 - b. are accessible to a safe and convenient walking and cycling environment, essential services and facilities (e.g. water, power, sewerage and waste disposal) and capable of being supported by local social infrastructure and do not place undue pressure on local services (such as healthcare, schools and shops);
 - c. are not located in an area of high flood risk, including functional floodplains, given the particular vulnerability of caravans; and
 - d. comply with other relevant policies, including those policies that seek to protect designated areas, such as areas of non-coalescence.
4. Any proposals for a new site, or intensification or extension of an existing site, should:
 - a) support the health and wellbeing of the occupiers of the site by providing appropriate facilities, layout and design quality and is supported by a Health Impact Assessment; and
 - b) not result in significant adverse impacts on the amenity of other site occupants and the occupiers of neighbouring sites.
5. Arrangements must be put in place at the planning application stage to ensure the proper management of the site.

Supporting Text:

Swindon's Housing Requirement

6.4. The New Standard Method for Housing formally introduced by Government in December 2024 established a need of 1,205 new homes per year in Swindon, an increase of 20%. This equates to 24,100 homes over the Plan period (2023-2043). With this new projected level of housing growth comes a need to assess how we can ensure it is fair and inclusive growth, beneficial to our communities. One essential element of this is providing the right infrastructure, as established in Chapters 8 and 10 of this Plan. Another is securing the rights types of housing to meet the needs of our growing communities.

6.5. To meet the 24,100 homes needed over the Plan period, this Local Plan takes into account the following:

Net Completions (2023/24)	831
Planning Permissions Granted	12,767

6.6. This leaves a need for 10,502 new permissions over the Plan period. The Plan intends to address this need through:

- I. Rolling over strategic site parcels without planning permission from the 2026 Local Plan (totalling 3,498 homes)
- II. Allocating new sites, with a total current indicative housing yield of around 8,344 new homes.

6.7. This would provide a buffer of over 1,000 homes, excluding potential windfall sites.

6.8. On the new site allocations proposed, there is a national policy requirement for 10% of the housing requirement to be met on sites of no more than one hectare. Currently, this Plan anticipates delivery of 317 sites that meet this criteria (1.3%). With adjustments for expected windfall, this could increase to around 1,700 (around 8%). To seek to meet the 10% target, a further, targeted Call for Sites will run in parallel to this consultation to seek more sites that meet this criterion.

Housing Tenure and Size

- 6.9. Figures 3 sets out the projected need by type and tenure identified by Swindon's Local Housing Needs Assessment (LHNS 2025) over the Plan period. This shows an overall projected need of 4,346 social/affordable rented homes and 2,825 intermediate ownerships products to 2043. Together, the affordable market share equates to 29.98%.
- 6.10. Of the ~30% affordable housing need, some 77.8% of households would require a Social Rented property rather than an Affordable Rented dwelling.

New housing required 2023 to 2043		1 bed	2 bed	3 bed	4 bed
Market housing*	16,749 70.02%	3,419 20.41%	4,504 26.89%	4,007 23.92%	4,819 28.77%
Shared ownership (SO)	2,825 11.81%	518 18.34%	674 23.86%	824 29.17%	809 28.64%
Affordable Rent (AR)/ Social Rent (SR)	4,346 18.17%	1,109 25.52%	997 22.94%	1,204 27.70%	1,036 23.84%
Total	23,920 100.00%	5,047 21.10%	6,175 25.82%	6,035 25.23%	6,663 27.86%

Figure 3: Tenure and Size Split as Identified by the LHNS

- 6.11. The spatial strategy emphasises a shift towards Town Centre living and it is anticipated that this could unlock a large amount of the 1 and 2 bedroom housing need, targeting young professionals and students who are more likely to require regular access to other neighbouring employment/university areas.
- 6.12. The Local Housing Needs Assessment (2025 update) also identified the need for accessible and specialist housing, with 8,069 households projected to require M4(2) housing by 2043, of which 1,503 of these homes should be M4(3a) wheelchair adaptable dwellings. Overall, the requirement for 1,503 wheelchair adaptable dwellings will mean that by the end of the modelling period, about 1.2% of the total stock should be available to meet this criterion. Figure 4 established the number of these which are required to be affordable.

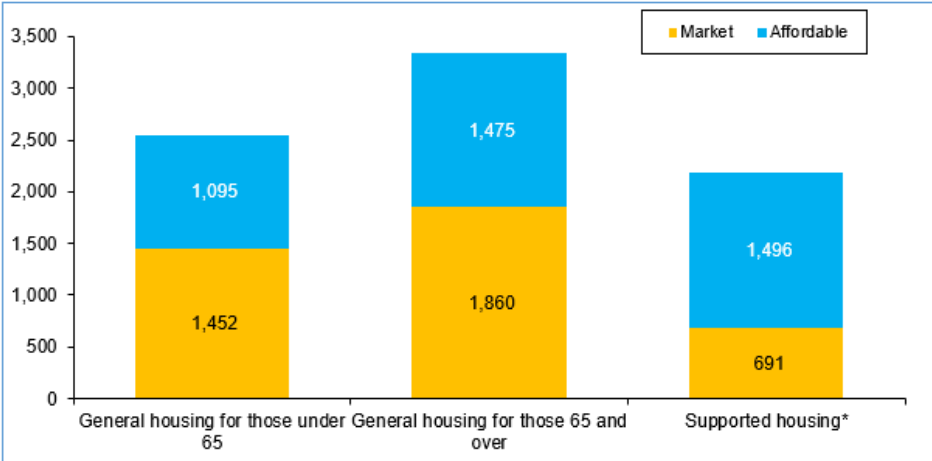


Figure 4: Number of Wheelchair Adaptable Dwellings Required in Swindon in 2043

- 6.13. The LHNS also looked into specialist accommodation for older persons, establishing a need for 2,134 specialist homes over the Plan period. Table 5 shows the breakdown required by type.

Table 5: Projected requirement for specialist accommodation for older person households in Swindon

<i>Type of specialist accommodation</i>	<i>Tenure</i>	<i>Base profile (2023)</i>	<i>Profile 2043</i>	<i>Additional units required</i>
Sheltered housing for older people/retirement housing	Market	392	1,314	922
	Affordable	1,419	2,097	678
	Total	1,811	3,411	1,600
Extracare housing/supported living housing	Market	56	250	194
	Affordable	222	562	340
	Total	278	812	534
All specialist accommodation for older person households	Market	448	1,564	1,116
	Affordable	1,641	2,659	1,018
	Total	2,089	4,223	2,134

6.14. There is also a need in the Borough for other housing types. This includes Self and Custom Build housing, and providing the right housing sites for our Gypsy, Traveller and Travelling Showpersons' communities.

Houses in Multiple Occupation (HMOs)

6.15. Within Swindon Borough, there are over 300 HMOs. A large majority of these are located in the Eastcott, Gorse Hill and Central Swindon. Whilst HMOs contribute to the mix of housing available, they can also bring specific challenges with management, design and ensuring sufficient external space for aspects such as parking and bins. Given the particularly high concentration of HMOs in certain areas of the Borough, a stricter approach on sub-division is needed to alleviate some of the cumulative impacts.

Self and Custom Build

6.16. As of 30 October 2024, 134 individuals and 2 groups were on the Borough's Self and Custom Build Register, and increase of 8 individuals from the previous year. Between 31st October 2023 and 30th October 2024, 8 serviced plots were permitted. There is great potential to deliver self and custom build plots on larger, strategic sites and this is something the Policy HC7 seeks to encourage, building on the success of 14 Custom Build plots coming forward at Tadpole Garden Village in 2019.

Gypsies and Travellers

- 6.17. The Borough currently has 44 authorised Gypsy and Traveller pitches and 1 Travelling Showperson plot.
- 6.18. The Swindon Gypsy, Traveller, and Travelling Showpeople Accommodation Needs Assessment (2024) establishes a need for 35 new pitches (in line with the updated Planning Policy for Traveller Sites definition), and 19 Travelling Showpoerson plots over the Plan period and as shown in Table 6 and Table 7 below.

Table 6: Gypsy and Traveller Permanent Accommodation Needs

Period	Pitch Needs
2024-29	17
2029-34	6
2034-39	6
2039-43	6
Total	35

Table 7: Travelling Showpeople Permanent accommodation Needs

Period	Plot Needs
2024-29	16
2029-34	1
2034-39	1
2039-43	1
Total	19

- 6.19. Currently, the proposed site allocations at Chiseldon Firs, Little Rose Lane and Land at Quebec Road (initially proposed to have capacity for 30 pitches in total) do not meet the full Gypsy and Traveller accommodation need. The Plan (at this stage) has also currently been unable to allocate any Travelling Showperson plots to meet the required need. To attempt to address this, the Council is running a further Call for Sites in parallel to this consultation to continue to seek more specific types of housing sites, including sites to accommodate Gypsy and Traveller pitches and Travelling Showpersons' plots.

CHAPTER 7: An Economically Thriving Swindon

7. Introduction

- 7.1. Delivering a stable and resilient economy will play a significant contributing role to achieve our ambitions of a 'Better and Fairer Swindon'. In part, this is about bringing life back to Swindon Town Centre, placing it as the central place for main town centre uses including retail, leisure and hospitality. But it is also about ensuring the right skills and training opportunities are being brought forward as part of new development.
- 7.2. The Council is aware that certain town centre uses can increase health inequality, for example, betting shops, and pay-day loan shops. The resistance of such uses, particularly near schools and where they will have a significant adverse impact on residential amenity, will contribute towards reducing health inequalities.
- 7.3. This chapter sets out policies on office and industrial use in Swindon, as well as establishing the role and hierarchy of the Boroughs centres.

Links to Policy Objectives and Policies

Policy Objective Links:	<ul style="list-style-type: none"> • SO1 – Regenerating the Town Centre • SO2 - Place and Belonging • SO4 – Economic prosperity • SO5 – Connected Communities and Sustainable Movement • SO6 – Low Carbon • SO7 - Health and Wellbeing
Policies	<ul style="list-style-type: none"> • FE1 - Office (Scale and Location) • FE2 - Industrial Land (Scale and Location) • FE3 - Network and Hierarchy of Centres • FE4: Development in Town Centres, District/Rural Centres and Local Shopping Parades • FE5 - Concentration of Uses • FE6 - Evening, Night-Time and Cultural Economy • FE7 - Employment, Skills and Training

SP4: Fairer, Economic Growth

1. Swindon has a requirement of an additional 640,000sqm of industrial floorspace and 72,000sqm of office space over the Plan period.
2. The council is committed to making Swindon an affordable place to do business. To achieve this, we will:
 - I. Emphasise the level of growth in opportunity in Swindon to external investors;
 - II. Focus policy and interventions on rejuvenating Swindon Town Centre;
 - III. Encourage a range of sectors including the knowledge, creative, professional business services, advanced manufacturing, low carbon technologies, and life sciences sectors;
 - IV. With developers, businesses and education establishments, enhance the employment and skills offer that new development can bring;
 - V. Protect land for freight usage and encourage the use of micro-freight through policy.

FE1: Office (scale and location)

1. Provision will be made for a net increase of 72,000 sqm of office floorspace in the Borough across the Plan Period.
2. Major office development of 1,000sqm or more will be expected to take place within **Swindon Town Centre** or along the NEV growth/transit corridor. Office development will also take place in other designated centres (such as **Urban District Centres** as defined on the Policies Map) at a scale appropriate to that centre.
3. In **Industrial Locations** as defined on the Policies Map, office development will be permitted if it is ancillary to an accompanying industrial or warehousing use.



FE2: Industrial Land (Scale and location)

1. Provision will be made for a net increase of 640,000 sqm of industrial and warehousing floorspace in the Borough across the Plan Period.
2. In designated **Industrial Locations**, as identified on the Policies Map, the following use classes for industrial type activities will be permitted and safeguarded:
 - a. Light industrial uses;
 - b. Industrial / heavy industrial uses;
 - c. Warehousing and distribution.
3. The following **Industrial Locations** will be safeguarded for specific specialist uses:
 - a. Swindon Sewage Treatment Works and Swindon Household Waste Recycling Centre are safeguarded for their strategic utilities' infrastructure;
 - b. The Hawksworth Depot and Swindon Sidings are safeguarded as railway sidings;
 - c. Wroughton Airfield is safeguarded for warehousing related to the Science Museum;
 - d. Fire Fly Avenue is safeguarded for its office focus;
 - e. Thermo Fisher on Dorcan Way is safeguarded as a specialist Research and Development facility.
4. Proposals for Sui Generis development will usually be permitted in **Industrial Locations**, if the use aligns with the industrial purpose of the area.
5. Development proposals in **Industrial Locations** should not result in a net loss of existing industrial or warehousing floorspace (B2 and B8 uses).
6. The Council will support the temporary use of empty building and vacant sites within **Industrial Locations** for a period of no more than three years, where the proposal would help rejuvenate the industrial area.



FE3: Network and Hierarchy of Centres

1. Planning decisions should sustain and enhance the vitality and viability of a network and hierarchy of centres in the Borough by ensuring that new retail, leisure and office development of an appropriate scale is encouraged in locations and that reflect the role, function, and character of each centre in the retail hierarchy.
2. The hierarchy of centres is identified below and defined on the Policies Map:
 - a) Principal Centre: Swindon Town Centre
 - b) Urban District Centre: Swindon Old Town, West Swindon District Centre, Gorse Hill District Centre, Orbital District Centre and New Eastern Villages District Centre (emerging); Wichelstowe District Centre
 - c) Primary Rural Centres: Highworth Town Centre, Wroughton Village Centre;
 - d) Local Centres.
3. Proposals for development outside of these centres must demonstrate that there would be no adverse impact upon the vitality and viability of this hierarchy.



Sequential Tests

4. Proposals for Main Town Centre uses on sites which lie outside of Swindon Town Centre, Urban District Centres and Primary Rural Centres (as defined on the Policies Map) must be accompanied by a sequential test. This requires applications for Main Town Centre uses to be located primarily in town centres and secondarily at edge of centre locations. Only in cases where suitable sites are not available, should out of centre sites be considered. In all circumstances, applicants are required to demonstrate flexibility in terms of the scale and format of their proposed development and in the consideration of alternative sites.



5. Proposals for retail or leisure uses, including extensions, of 600 square metres (gross) or more outside of Swindon town centre, Urban District Centres and Primary Rural Centres will be required to satisfy the retail impact test. As part of such an assessment, proposals must demonstrate that:

- a) there will be no adverse impact upon the vitality and viability of these existing centres including: local consumer choice and trade in these centres and wider area; and a cumulative assessment of the proposal together with committed and recently completed developments, plus developments under construction.
- b) there will be no adverse impact on any committed, planned or proposed public or private investment in Swindon town centre, Urban District Centres and Primary Rural Centres including that in relation to the regeneration of Swindon Town Centre.
- c) The cumulative impact of the development in combination with committed development proposals where relevant has no material adverse impact on Swindon Town Centre, Urban District Centres and Primary Rural Centres.

FE4: Development in Town Centres, District/Rural Centres and Local Shopping Parades

1. Swindon Town Centre, Urban District Centres, Primary Rural Centres and shopping arcades should demonstrate a suitable mix of appropriate uses to respond to changing demands and support and boost their continued vitality and viability.
2. Any significant new development in these centres will be expected to provide a mix of unit sizes, avoid an inward-looking layout, maintain the street frontage and provide suitable and convenient linkages for shoppers to access other nearby uses.
3. In accordance with the Agent of Change principle, development that has significant adverse impact on the living conditions of occupiers of neighbouring properties will be resisted.
4. Development that has significant adverse impact on traffic flow or road safety will be resisted.
5. The use of vacant sites or buildings for occupation by meanwhile uses that would make a positive contribution to a centre's viability and vitality will be supported in line with Policy SD1.
6. Markets in these centres will normally be supported, in particular where they contribute to greater retail choice, affordability and support for small enterprises.

FE5: Concentration of Uses

1. To reduce health inequality, nuisance and to preserve current and future residential amenity, the Council will resist the over-concentrations of betting shops, adult gaming centres, amusement arcades, pawnbrokers, fast food outlets, hot foot vending vehicles and pay day loan shops.
2. The Council will not permit proposals for these uses that are:
 - a. within 400m of existing schools.
 - b. not accompanied by a Health Impact Assessment.
 - c. have a significant adverse impact on residential amenity in terms of noise, vibrations, traffic disturbances and litter.
 - d. excepting hot food vending vehicles, do not provide active frontages that have a positive visual impact on the street scene.

FE6: Evening, Night-time and Cultural Economy

1. Within Swindon Town Centre, proposals for hospitality, evening and night-time economy, culture and leisure uses will be supported where they make a positive contribution to the vitality and vibrancy of the centre.
2. Proposals which enhance the evening economy of Urban District Centres and Primary Rural Centres will be supported with where:
 - a. The scale and type of use reflects the role and function of the centre and
 - b. A positive contribution is made to the vitality and vibrancy of the centre.
3. New evening and night-time economy uses must be neighbourly, having regard to the character of the centre where they are proposed.
4. New evening and night-time economy uses will be encouraged at the Regents Close/Regents Street intersection.
5. Proposals for residential development that could put at risk the continued use of existing evening and night-time uses, including music venues and clubs, will be subject to the 'Agent of Change' principle and will be resisted.

FE7: Employment, Skills and Training

1. To support the development of employment, skills and training within the Borough the Council will seek a Local Employment and Skills Plans (LESP) on all major housing developments above 100 units and commercial developments above 1,000 sqm metres as part of development proposals.
2. The LESP should include the construction phase of developments to help tackle new entrant or other recognised skills deficits within the construction and built environment sector and, where relevant, should also provide a commitment to delivering sustainable jobs, apprenticeships and training opportunities for the occupancy stage of commercial developments.

Supporting Text:

Employment Land

Swindon has a highly productive economy. The Borough currently ranks as the 12th most productive local authority in England¹ and productivity has grown 12% (2019-2022). Swindon has particular sectoral strength in finance and insurance; manufacturing; real estate; professional, scientific and technical; wholesale and retail; and public admin and defence. Financial and insurance services make up 26% of the Borough's output and this sector therefore makes a significant contribution to Swindon's economy².

The Borough intends to build upon these strengths. It has a strong business community; home to the likes of Intel, Zurich, Nationwide and the UK Research Institute. However, Swindon has recently seen a significant contraction of its manufacturing outputs, likely linked to the closure of the Honda site. It is clear Swindon has, in the past, relied heavily on certain sectors and it is acknowledged that diversification is crucial to maintaining a resilience economy. As part of this, the Council is actively working with investors and key stakeholders, specifically encouraging professional business services, advanced manufacturing, low carbon technologies, and life sciences. There is also interest in the creative industries, digital ICT and cyber security, and defence

The Borough's Retail and Leisure Study 2024 establishes a need for 72,000sqm metres of office floorspace and 640,000sqm of industrial floorspace over the Plan Period. A significant part of the industrial growth is expected to be able to be met at Panattoni Park. The Borough also has a substantial amount of industrial land that is capable of intensification and in need of modernisation. This is also being encouraged by the Plan to make the most effective use of industrial land.

Town Centres and Retail

Swindon Town Centre is in significant need of regeneration. The Retail and Leisure Study 2024 acknowledges vacancy rates are significantly above the UK average for all centres, and that vacant floorspace more than doubled in the Town Centre since 2015. Therefore, positive policy intervention is needed, highly encouraging both a mixed-use, flexible approach to the Town Centre, whilst also ensuring that other areas are not significantly and adversely detracting from town centre footfall. The Retail and Leisure Study also recommends the continued use of a 600sqm threshold for the sequential test.

¹ Swindon and Wiltshire Local Economic Assessment, March 2025

² Swindon and Wiltshire Local Economic Assessment, March 2025

The following Local Centre have also been identified through a 2023 Council audit:

Manchester Road	Peatmoor Centre	Ferndale Road	Taw Hill
Rodbourn Road	Shaw	Freshbrook	Lawn
Clive Parade	Thames Avenue	St Andrews	Liden
Moredon	Covington Square	Abbey Meads	Westcott Place/Park Lane
Queen's Drive	Beechcroft Road	Ermin Street	Marlowe Avenue
St John Road	Hannington Close	Eldene Local Centre	Newburgh Place
The Circle Pinehurst	Wingate Parade	Purton Road	Nythe Road
Windbrook Meadow	Sherborne Place	Redhouse	Grange Drive
Wichelstowe	Braydon Court		

Table 8: Local Centres List

Night-Time Economy

Swindon Town Centre lacks much of a night-time economy, and this is something that was picked up in the Retail and Leisure Study. The study therefore recommended that opportunities be sought to improve the leisure offer within Swindon, including food and beverage, and also to diversity

and strengthen the town centre offer through encouraging cultural and entertainment facilities. Whilst there are some planning limitations to managing food and beverage following the introduction of Use Class E, the Council is supportive of increasing the offer in the Town Centre, particularly around Regent Street/Regent Close.

Skills

10% of employers identified skills shortages in Swindon as the reason behind vacancies³. Whilst Swindon does not fair as badly as some places on employment measures, it is essential we maintain a strong workforce to support our growth. New development should play a key role in this through Employment and Skills Plans (LESPs), and seeking, where possible, to employ local workers. The detail of LESP will be set out through s.106 agreements.

A Skills Strategy is currently underway and this will be used to support future work in this area.

CHAPTER 8: A WELL-CONNECTED, ACTIVE SWINDON

8. Introduction

- 8.1. Transport is key to ensuring a well-connected and healthy Swindon. The Local Plan promotes a vision-led approach building on Swindon's excellent regional rail and road transport connections while encouraging a shift to public transport and active travel modes. It does this by facilitating improvements to local bus, cycle and walking corridors as an alternative to car travel which is acknowledged to be the main mode of transport for many residents and travellers.
- 8.2. The Regulation 18 draft of the Local Plan sets out the vision and policies to achieve a well-connected, active Swindon which will inform a more detailed strategic Transport Impact Assessment and further analyses to inform the Regulation 19 stage. Key to this strategy is close working with our local stakeholders including neighbouring authorities, Network Rail, National Highways, bus companies and local cycling and walking groups.
- 8.3. This Chapter sets out key policies which seek to build on opportunities for sustainable travel.

Links to Policy Objectives and Evidence

Policy Objective Links:	<ul style="list-style-type: none"> • SO1 – Regenerating the Town Centre • SO2 - Place and Belonging • SO3 – Homes for all • SO4 – Economic prosperity • SO5 – Connected Communities and Sustainable Movement • SO6 – Low Carbon • SO7 - Health and Wellbeing
Policies	<ul style="list-style-type: none"> • SP5: Better-Connected, Active Neighbourhoods • ST1: Promoting Sustainable Transport • ST2: Improving Public Transport • ST3: Freight and Logistics • ST4: Transport Assessments, Transport Statements and Travel Plans • ST5: Parking and Electric Vehicle Infrastructure

SP5 – Better-Connected, Active Neighbourhoods

1. The Council will look to develop and improve upon the Borough's existing transport network promoting sustainable transport options, and particularly encouraging active travel, to help create better-connected, greener neighbourhoods and improve the health and wellbeing of residents by:
 - i) taking a 'vision-led' approach to transport which identifies the key challenges, opportunities and existing transport connections that should be developed and enhanced within the Borough and to key locations outside the Borough.
 - j) promoting sustainable modes of transport, encouraging walking, cycling and public transport where feasible and by bringing forward the necessary infrastructure to create safer and greener communities and encourage behavioural change in the next generation.
 - k) improving connectivity across the Borough, especially bus and active travel routes to Swindon Town Centre to enhance the Town Centre as a hub of activity and build upon the opportunities provided by the new public transport interchange on Fleming Way.
 - l) building on the opportunities created by Swindon's excellent location to improve connectivity between other key economic and scenic hubs such as Oxford, Wiltshire and the Cotswolds.
 - m) working with Network Rail to create a new masterplan for Swindon railway station and surrounds aligning with the principles set out in the 'Heart of Swindon' to connect into Swindon town centre, and considering improvements to the rail network.
 - n) Promoting greener neighbourhoods through exploring the decarbonisation of our transport network, delivering electric car charging points, encouraging active travel and linking cycling and walking routes with the Borough's Green Infrastructure network.
 - o) ensuring that the impacts of new developments on the highway network are assessed and adequately mitigated while providing access to sustainable transport
 - p) adopting a car-parking strategy aiming to rationalise the large amount of central car parking in the town centre.
2. As part of improving connectivity across Swindon, the Council will continue to explore the following:
 - a) the potential for an 'orbital bus route' or bus re-routing via the Centre, in discussion with local bus companies. A key priority for this will be enhanced and easier access to the Great Western Hospital.
 - b) potential improvements to East-West connectivity in particular between two of the Borough's key strategic sites (New Eastern Villages and Wichelstowe).

- c) opportunities to extend cycling infrastructure to improve connectivity between different parts of Swindon. This could include, for example, a new cycle route out to Highworth.
3. In collaboration with GWR, Network Rail and other partners, the Council will explore the longer- term feasibility and business case for additional passenger and freight hubs including:
- a. Swindon Parkway Station East of Swindon / South Marston connection (including and beyond New Eastern Villages Development), and possible increase from two tracks to avoid conflict with long distance services.
 - b. Royal Wootton Bassett / South Swindon Parkway Station.



ST1: Promoting Sustainable Transport

1. New development (excluding extensions and alterations) should:
 - a. be sustainable in design and location with access to the appropriate services to reduce the need for travel, and
 - b. encourage changes in travel behaviour and prioritises the use of sustainable transport alternatives, particularly walking and cycling, and provide the potential to maximise bus travel and connections to rail.
2. When planning for travel, new development should prioritise:
 - a) safe and convenient pedestrian and cycle access, or making provision for such access,
 - b) local amenity,
 - c) bus infrastructure, and
 - d) the safety of road users.
3. Development proposals shall only be permitted which demonstrate a coordinated approach to placemaking in street design - incorporating a wide range of requirements beyond the carriageway comprising elements such as tree planting (where this does not create an unacceptable ongoing maintenance liability on the public highway), street lighting, sustainable drainage features (rain gardens, infiltration strips, swales) on-street parking, pocket parks and other street furniture that form part of the wider place and its intended character.

4. Development proposals must not prejudice or impede:

- a) An existing or planned cycle route or integrated green corridor, unless provision is made for a more satisfactory route.
- b) An existing or planned bus improvements corridor, enhanced bus route or mobility hub.
- c) Existing or planned rail infrastructure including stations, sidings and related freight infrastructure.
- d) Existing rights of way. Their disruption shall only be permitted when adequate, acceptable alternative provision or diversions are arranged.
- e) The approved line of the Thames Path or Ridgeway National Trails, and/or public access to them.

Transport Infrastructure Design

5. Infrastructure proposals should be designed to support safe and inclusive access use for all members of the community, through:
 - a. The design of routes to support natural and passive surveillance.
 - b. An applied lighting strategy which creates a feeling of place and safety.
 - c. An understanding of likely users and a strategy to overcome likely barriers to use.
 - d. Adaptations and retrofitting infrastructure to widen take-up and community reach.
 - e. Meeting or exceeding the requirements of Inclusive Design Policy SD4.

6. To mitigate the negative impacts of traffic on active travel users and encourage higher levels of participation, the Council would support following community engagement traffic management measures, to be delivered through the planning process, to advance a safer active travel environment. These include:

- a. Reduction in traffic speeds
- b. Traffic calming measures
- c. Speed Indicators
- d. Entry treatments and raised tables
- e. Mini roundabouts
- f. Enhanced pedestrian crossings
- g. One-way schemes
- h. Pedestrianisation schemes
- i. Single surface schemes
- j. Further cycle lanes and contra-flow cycling
- k. Simplified bus infrastructure
- l. Parking restrictions and spaces



7. Proposals for cycling and walking routes should be adopted and promoted using the following broad principles where practical:
 - a) **Green Infrastructure Network Integration:** Support the development of an integrated green network that combines walking and cycling paths with green spaces and green infrastructure, creating continuous, accessible, and environmentally friendly routes across the Borough.
 - b) **Active Travel Corridors:** Link key urban areas, parks, and recreational spaces, enhancing accessibility and promoting sustainable transport.
 - c) **Provide connectivity to Open Spaces:** Easy and direct access to nearby parks and open spaces to promote active lifestyles and community well-being.
 - d) **Sustainable Design:** Prioritise pedestrians and cyclists while integrating green infrastructure to manage flooding and stormwater and improve urban aesthetics.
 - e) **Street Design:** new developments should prioritise wide footways, cycle lanes, and green infrastructure including tree-lined streets.
 - f) Have general regard to the Local Cycling and Walking Infrastructure Plan as part of strategic site allocations.
8. Active travel infrastructure proposals which include integrated facilities for cycling, walking, running and wheeling and allow for movement and integration from, and to, other modes of movement and transport will be supported in principle, including:
 - Secure and safe cycle storage including e-cycles.
 - Safe and secure changing and shower facilities.
 - Gender inclusive facilities
 - Mobility hubs (strategic and local) – allowing interconnected and widened travel choices.

9. Proposals will be supported and routes safeguarded on the Policies Map as detailed in the Swindon Local Cycling and Walking Infrastructure Plan (LCWIP) together with active travel Improvements to include new routes. The Council will look to explore opportunities to extend cycling infrastructure to improve connectivity between different parts of Swindon.
10. New bridleways for walking, cycling and horse-riding should feed into the current network.



ST2: Improving Public Transport

Bus Improvements and Infrastructure

1. Priority will be given to the implementation of the major proposals identified in the Bus Improvement Plan over the period 2024-2035 to include:
 - a. Enhanced network coverage and Demand Responsive Transport (DRT).
 - b. New Mobility Hubs serving Swindon to reduce car dependency and alleviate congestion within Swindon urban area and encourage use of more sustainable modes such as public transport, cycling, and or micro mobility for all or part of journeys. Sites will include electric vehicle charging with the scale and mix of modes determined by the needs of each of the following locations as detailed on the proposals map:
 - i. Orbital Shopping Park Mobility Hub
 - ii. Great Western Hospital Mobility Hub or M4 Junction 15 (Marlborough Road) Mobility Hub
 - iii. Old Town Mobility Hub
 - iv. Swindon West (M4 Junction 16) Mobility Hub
 - c. Installation of new bus lane infrastructure, bus gates and traffic signal prioritisation.
 - d. Delivery of Fleming Way public transport interchange as detailed on the Policies Map and upgraded bus waiting and interchange infrastructure within the Borough.
 - e. Accessible and inclusively designed infrastructure and services including wheelchair accessibility and integrated audible and visual information.
 - f. Safer travel initiatives
2. Support for proposals to be implemented over the longer term (2035+) of the Plan period include:
 - a. A transformational shift to a Zero Emission Bus (ZEB) town with supporting outer services.
 - b. Improved bus integration with the Swindon Railway Station and any new rail stations to maximise public transport integration.
 - c. Installation of mobility hubs or park and ride infrastructure and strategic interchange junctions – Junction 16 M4 and A420 corridor through New Eastern Villages.
 - d. Creation of long-range coach network improvements.

Rail services and Infrastructure

Where relevant proposals should;

3. Include station travel plans and access strategies ensuring that the proposed development is able to maximise the use of Swindon Railway Station, working in close collaboration with GWR, Network Rail and other partners with a focus on reinforcing the role of the station as a mobility hub and wider connections through Central Swindon and proposed Swindon Gateway regeneration area.
4. Support measures to improve urban inter-connectiveness through rail strategies including:
 - i. Extension of direct rail services between Oxford and Swindon
 - ii. Extension of Birmingham/Banbury Services beyond Oxford to/from Swindon
 - iii. Extension of East West Rail Services beyond Oxford to/from Didcot, Swindon and Bristol
5. The following sites will be safeguarded for long-term aspirational rail freight and related infrastructure:
 - a. Land south of Hawksworth Industrial Estate
 - b. Land adjacent to Bridge End Road
 - c. Keypoint Rail Freight Terminal, South Marston

ST3: Freight and Logistics

1. Proposals for new, major development should (where applicable):
 - a. Avoid future pipeline developments where these provide opportunities to reduce freight movements by surface modes of transport.
 - b. Encourage the location of storage/distribution development with high levels of freight and commercial traffic close to intermodal freight facilities, or roads designed and managed as traffic distributors.
 - c. Avoid the development of rail sidings where these may impact on future operational requirements, in conjunction with Policy ST2.
 - d. Maximise the use of rail for freight movements to and from new and existing developments and significant changes of use.
 - e. Encourage the protection of rail connected land for future uses that require rail freight access and encourage the development of intermodal interchanges and improvements to multi-modal transfer facilities.
 - d. Encourage capacity enhancements, appropriate standards of maintenance and gauge improvements on key rail freight routes.

ST4: Transport Assessments, Transport Statements and Travel Plans

1. Proposals for development shall provide appropriate mitigating measures to offset any adverse impacts on the transport network at both the construction and operational stages.
2. Development shall not result in a significant impact on air quality with particular relevance to developments within or near an existing Air Quality Management Area, in line with Policy CSE12).
3. Proposals for development which will likely create significant transport and related environmental impacts (in accordance with Department for Transport guidance) will be required to submit a Transport Assessment, and where relevant a Travel Plan (in accordance with the Council's adopted Travel Plans SPD and subsequent revisions).
4. Proposals for development which will likely bring relatively minor transport implications (in accordance with Department for Transport guidance) will be required to submit a Transport Assessment.
5. The Transport Assessment or Transport Statement should assess and mitigate the impact of development and promote sustainable travel choices, informed by an assessment of the following information, where relevant:
 - a) The accessibility of the site by all modes of transport.
 - b) The likely modal split of travel to and from the site.
 - c) How access to the site via public transport, cycling, and walking is proposed to be improved to reduce dependency on car travel.
 - d) Assess the impact on the highway network and of any proposed mitigation measures where required.
 - e) A Travel Plan.
 - f) The approach to parking provision.
 - g) Encourage the delivery of goods by vehicles and low and zero emission sustainable active travel modes including cargo bikes.
 - h) Encourage the construction of and operation of Consolidation Centres serving urban locations where these facilitate the consolidation of freight flows and economies of energy.
 - i) Encourage the development, delivery and maintenance of an integrated strategic HGV routing network, Urban Traffic Management Control (UTMC), and a consistent cross boundary approach to HGV management and potential freight priority lanes in appropriate locations.
 - j) Encourage the development of sites for new secure HGV parking facilities particularly close to major freight generators and improve signing from major lorry routes.
 - k) Support innovation in the delivery of micro freight hubs and zero carbon last mile delivery infrastructure including cargo bikes.

ST5: Parking and Electric Vehicle Infrastructure

1. All developments will be required to demonstrate how they contribute to promoting active, efficient and sustainable modes of travel, having regard Swindon's Parking Standards for New Developments (2021) or updated equivalent.
2. New residential development in the Town Centre is encouraged to be car free (excluding blue-badge parking). Where a proposal demonstrates car parking would be necessary, early engagement with the Council is encouraged to discuss appropriate parking space numbers.
3. Where parking is provided in a development it must:
 - a) provide a parking design and management plan, detailing mechanisms for leasing spaces, providing disabled parking to meet future demand, and activating passive electric charge points.
 - b) Plan car parking sensibly, ensuring that opportunities to informally park are minimised through effective street layouts that ensure pedestrian pavements remain usable at all times.
 - c) identify and measure local parking stress, and if deemed necessary contribute to a Controlled Parking Zone (CPZ) Programme where existing residents' parking would be significantly impacted by the additional cars from a development, and this cannot be appropriately mitigated
 - d) accord with the Council's most recently published parking standards.
4. At a minimum, electric vehicle charging points will be required to be installed for all development in line with English Building Regulations' requirements
5. All developments are required to ensure that provision of on-street parking does not obstruct walking and cycling routes.
6. New major developments must demonstrate that they have considered and incorporated safe, secure and accessible cycle parking and storage into their proposals, particularly where located in Strategic Growth Locations or near transport hubs.



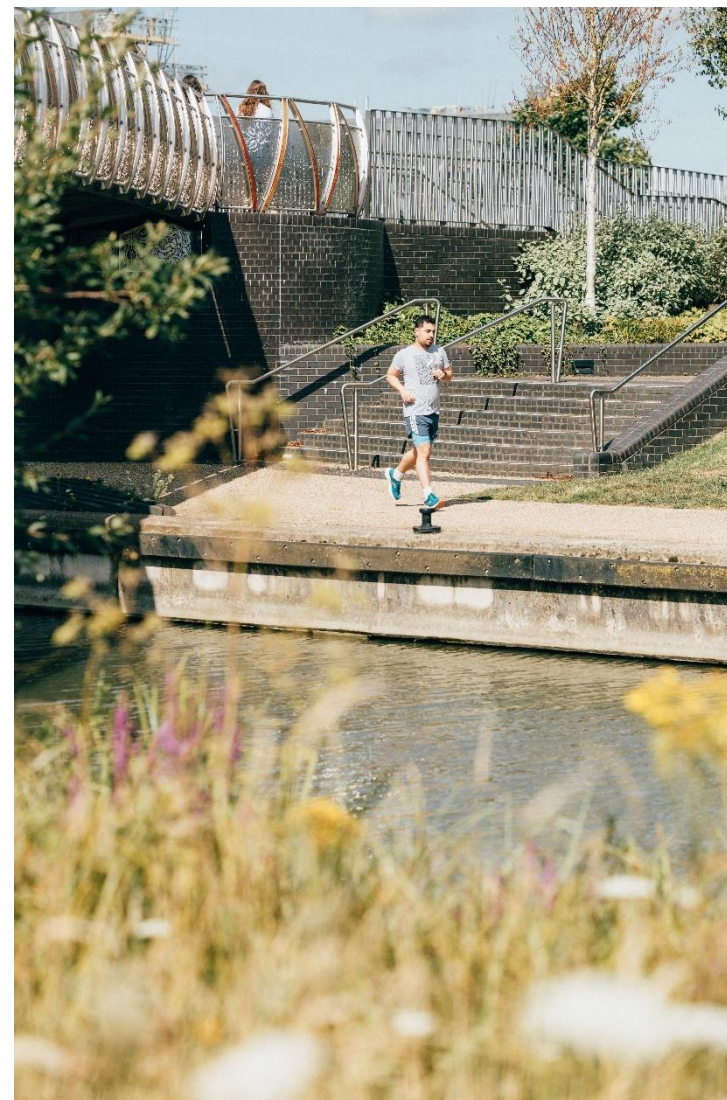
Supporting Text:

- 8.4. Transport is one of the key building blocks for economic and sustainable development. An efficient transport network drives growth, attracts business and people, and ensures that neighbourhoods are well-connected, active and attractive places to live. National policy emphasises taking a 'vision-led approach' to transport planning to identify transport solutions with the aim of delivering well-designed, sustainable and popular places.

Existing and emerging Borough policy

- 8.5. An integral part of this Local Plan's Spatial Strategy is revitalising the Town Centre. Transport connectivity along key routes or 'transit corridors' will play an important role in this by helping increase the link between key strategic sites and larger settlements into the Centre. Significant investment has already been made in transport infrastructure in the Centre through the new bus boulevard at Fleming Way, expected to be completed later this year.
- 8.6. Striving for better connectivity to the Centre, as Swindon's heart, requires enhancements to several modes of transport to provide sufficient choice and access. This predominantly includes evaluating bus routes/services, and providing new Active Travel infrastructure to promote cycling and walking.

- 8.7. The Council's Bus Service Improvement Plan (2021) aims to improve the bus network throughout the Borough, enhancing connectivity and obtaining faster bus service speeds. The Plan has the overall objective of achieving an uplift in bus passenger boardings.
- 8.8. To aid in delivering an ambitious response to travel needs that supports growth, the Council has also recently drafted a Transport Topic Paper which outlines the Borough's transport vision. The Topic Paper highlights a number of key transport trends that policy needs to go some way in addressing and considers how these will be addressed in line with a transport vision that supports our spatial strategy and town centre ambitions, whilst also contributing to making Swindon a healthier and happier place.
- 8.9. Further enhancements to connectivity are proposed through the Swindon Local Cycling and Walking Infrastructure Plan (LCWIP). The Council also continues to explore the potential for a cycle route to the north of the Borough, connecting into Highworth. Bringing forward the right cycling and walking infrastructure will play a key role in encouraging Active Travel.



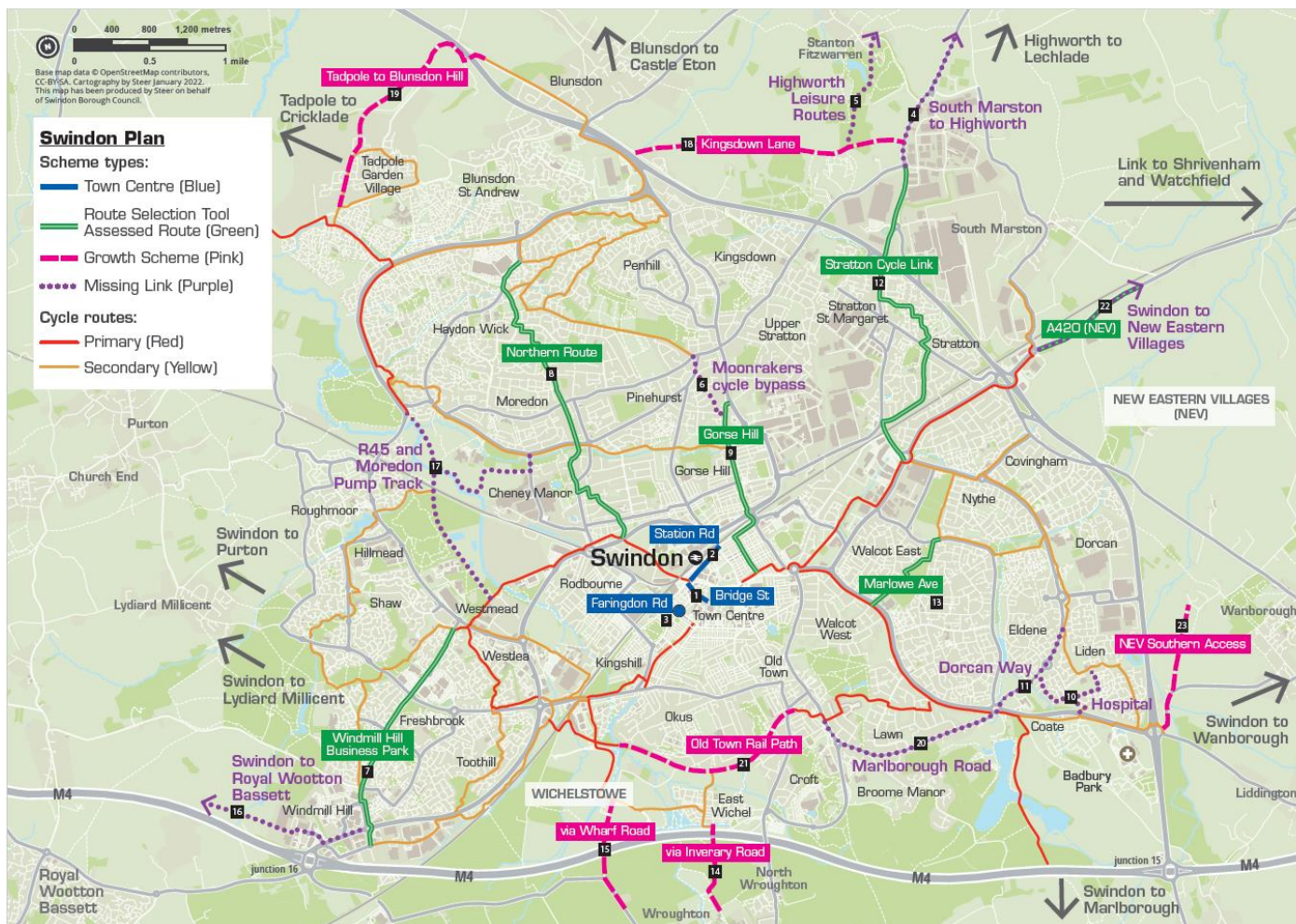


Figure 5:
Local Cycling and Walking Infrastructure Plan 2022 (LCWIP)

Key Transport Trends

- 8.10. Current transport data from the Joint Strategic Needs Assessment (2024) shows that there is an over-reliance on the car as a mode of transport in the Borough. The number of annual miles completed in motor vehicles has increased year on year over the past two decades in the Borough. For residents who commute to work, driving remains the predominant mode of transport with an average of 78% of Borough residents travelling by private vehicle to work. Outside of the Central sub-areas, the number is even higher and the use of active travel and public transport is considerably lower than the average across the borough. Active travel to school has also fallen by 6 % between 2014 and 2022 and has been replaced by car journeys, and Active Travel in Swindon has fallen more generally since 2018 to levels significantly lower than the rest of the South West⁴.
- 8.11. With such a car focus, there is also adverse impacts for the environment. 43% of Swindon's CO2 emissions are transport emission (the Borough's largest CO2 contributor)⁵.
- 8.12. Furthermore, the Borough's public transport and active travel options suffer from longer journey times than the car, something which only

exacerbates residents' dependency on the car. Car journeys for commuters on average take 7.6 minutes in the Borough; while travelling by public transport and walking takes 11.5 minutes and cycling takes 9.9 minutes. This aligns with the national picture.

- 8.13. Swindon Borough also suffers from high levels of adult and childhood obesity, both of which are higher than the national average
- 8.14. Swindon has high ambitions to deliver a Better, Fairer and Greener Swindon. These trends demonstrate some of the challenges facing Swindon in achieving these missions, including the health and environment impacts of being so car reliant. The policy measures proposed will seek to encourage behaviour change, making Swindon more active and less polluted. Active Travel will play a key part in this.

⁴ Joint Strategic Needs Assessment 2024

⁵ Swindon and Wiltshire Local Economic Assessment (2025)

- 8.15. Active Travel is widely associated with lower rates of cardiovascular disease, diabetes and being overweight and has also been linked with environmental benefits, including reduced congestion, and improved air quality.

Local Logistics Partnerships

- 8.16. The Council are also supportive of the opportunity that comes from freight and micro-freight and will continue to support the delivery of a logistics partnership for the Swindon area in conjunction with neighbouring authorities. Engaging with sector priorities and effective forward planning will enable a more efficient and sustainable approach to deliveries.
- 8.17. The Council is also supportive of continued work through the logistics partnership to identify areas of innovation and opportunities to link to wider economic and skills benefits.

CHAPTER 9: AN ENVIRONMENTALLY SUSTAINABLE SWINDON

9. Introduction

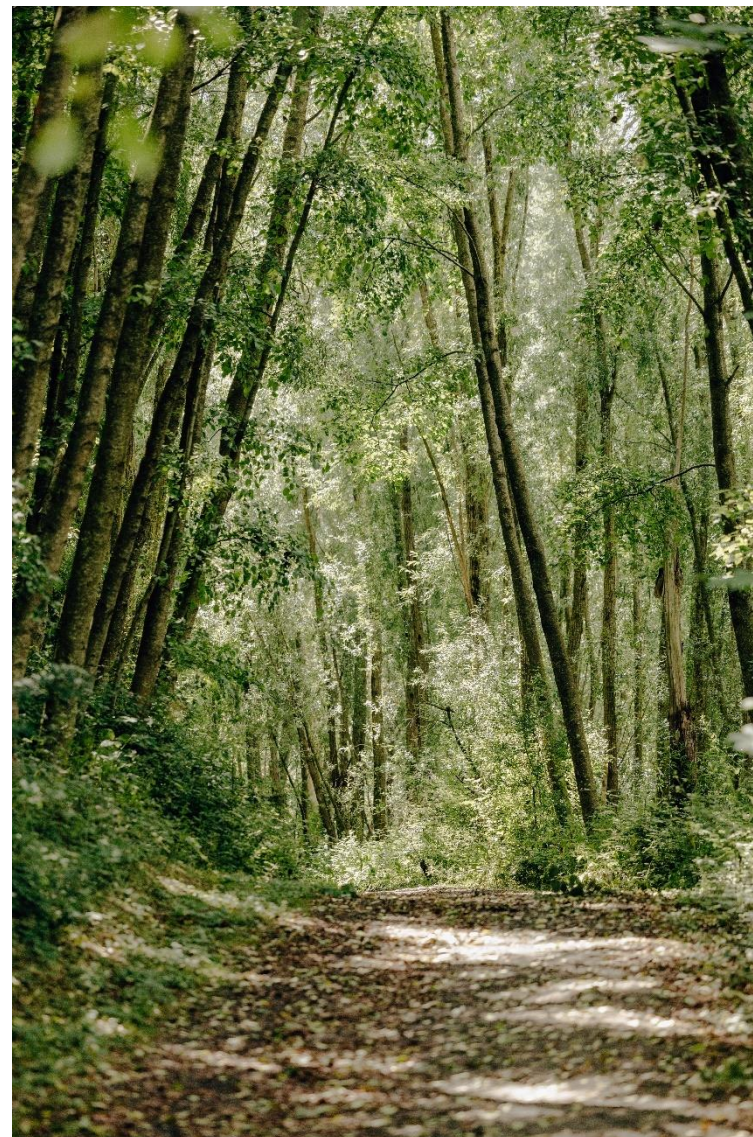
- 9.1. Swindon's Local Plan plays a key role in contributing towards achieving sustainable development and climate stability through a sustainable framework that plans for growth and for our future communities. Spatial planning has a vital role to play in enabling and encouraging the transition to a competitive and resilient low-carbon society that also supports the environment and human health and wellbeing.
- 9.2. Working towards climate stability requires a multi-faced approach and the Council recognises that an holistic approach combining sustainable transport approaches, protecting and increasing trees, green spaces and natural habitats is needed.
- 9.3. This chapter of the Local Plan addresses the approach to both climate change mitigation (primarily through carbon reduction policies) and adaptation (to help our communities and environment adjust to the harmful impacts), as well as improving the capacity for resilience and recovery from adverse climate activity (such as extreme heat, flooding or water scarcity). These

- 9.4. policies apply local solutions to the challenges that the Borough is expected to face and will positively contribute to the 'Greener Swindon' mission.



Links to Policy Objectives and Policies

- | |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <ul style="list-style-type: none"> • SO1 – Regenerating the Town Centre • SO2 - Place and Belonging • SO3 – Homes for all • SO4 – Economic prosperity • SO5 – Connected Communities and Sustainable Movement • SO6 – Low Carbon • SO7 - Health and Wellbeing |
| <ul style="list-style-type: none"> • SP6: Climate Stability and the Environment • CSE1: Carbon reduction and Sustainable Design in New Developments • CSE2: Whole life Carbon Assessments • CSE3: Green Infrastructure in New Developments • CSE4: The Green Infrastructure Network • CSE5: Great Western Community Forest • CSE6: Trees • CSE7: Landscape and Areas of Coalescence • CSE8: Biodiversity, Geodiversity and Nature Recovery • CSE9: Managing Flood Risk • CSE10: Unstable Land • CSE11: Contaminated Land • CSE12: Reducing Nuisance and Pollution |



SP6 – Climate Stability and the Environment

1. The Council will require proposals for development to:
 - a) promote and encourage approaches to tackling climate change and improving the environment,
 - b) positively contribute towards the net zero agenda,
 - c) consider building reuse and retrofitting,
 - d) manage issues such as flood risk, overheating and nuisance through high-quality, sustainable design,
 - e) seek to improve the Borough's air quality through the promotion of sustainable transport and the protection and enhancement of the Borough's green infrastructure network,
 - f) be designed to deliver high-density schemes in the most connected areas to reduce the need for car-travel,
 - g) protect and enhance biodiversity,
 - h) protect watercourses,
 - i) seek to deliver low carbon infrastructure,
 - j) deliver increased energy efficiency in both new and existing development, and
 - k) use electricity as the first source of temperature control and energy use (for example, an electric boiler or electric only kitchen) where viable.



CS1: Carbon Reduction and Sustainable Design in new development

Sustainable Design

1. Proposals for development, proportionate to their nature and scale, should:
 - a. be able to withstand predictable expected effects from climate change for their expected lifetime,
 - b. take into consideration future climate uncertainty through adaptable and resilient design approaches that allow for long-term environmental change,
 - c. utilise the latest zero/low carbon technologies,
 - d. achieve the highest viable levels of energy efficiency, and
 - e. include flexibility in layout, infrastructure, and built form to enable future adaptation over the lifespan of the development.

Carbon Reduction

2. Development proposals should:
 - a) minimise the energy consumption of the development by incorporating measures to reduce the impact of overheating/cooling and mitigate heat traps within the development including through a fabric-first approach, and
 - b) minimise operational and embodied carbon emissions in the construction of development
3. All major non-residential developments are expected to achieve BREEAM excellent standards.
4. All major residential-led mixed-use developments will be required to consider BREEAM – Community standards or any other relevant building efficiency standards with the clear focus on resolving overall sustainability of the area.

CSE2: Whole Life Carbon Assessments (WLCA)

1. Major development proposals over 49 units, or 4,999 m² of floorspace are required to undertake whole life-cycle carbon assessments to support their proposals
2. WLCA should be undertaken using the RICS Professional Standard as applicable at the time of the application and any applicable assessment template.

**CSE3: Green Infrastructure in New Developments**

1. Proposals for Major Developments must incorporate appropriate, multifunctional green infrastructure in accordance with the Council's latest adopted version of the Green Infrastructure Strategy. This means proposals should:
 - a. Integrate green infrastructure including nature-rich landscape treatment into the design of new development. Any green/blue features should be tailored to the specific context of the site and surrounding area;
 - b. Retain and incorporate existing green infrastructure where practical, particularly mature/valuable trees (Policy CSE6), hedgerows and water features;
 - c. Improve linkages and strengthen connections with the wider green infrastructure network and deliver priorities within the Green Infrastructure Strategy;
 - d. Connect to and enhance the integrity of the Nature Recovery Network and wider ecological networks;
 - e. Provide for accessible recreational access and use; and,
 - f. Maintain and enhance the quality and connectivity of access networks, including connecting to Public Rights of Way and integrating active travel routes (linking workplaces, schools, community facilities and public transport hubs)

2. Proposals including provision for green infrastructure should set out clearly how the green infrastructure has been designed to secure multi-functional benefits which contribute to the following:
 - a. Health and wellbeing, including facilitating recreation and play for people of all ages and abilities
 - b. Habitat creation
 - c. Addressing climate change (including carbon sequestration, reducing flood risk, reducing urban heating and promoting urban cooling)
 - d. Enhancing the appearance and character/sense of place
 - e. Edible planting or community food growing
3. Where green infrastructure is provided, arrangements must be made and agreed for its long-term 'in perpetuity' management, maintenance and funding prior to the development commencing (see also Policy HL3).
4. Major development proposals should use the Natural England 'Green Infrastructure Standards'¹ or any comparable successor document to demonstrate that green infrastructure of an appropriate quantity and quality will be provided. This includes ensuring that green infrastructure is designed in accordance with the Natural England Green Infrastructure Planning and Design Guide.

Urban Greening Factor

5. Major development proposals should achieve the following target scores against the Urban Greening Factor for England¹:
 - a) 0.4 for predominantly residential development, and
 - b) 0.3 for predominantly non-residential development.
6. The use of Building with Nature standards to support compliance with this policy is also encouraged.



CSE4: The Green Infrastructure Network

1. The Borough's Green Infrastructure Network and Assets, as defined on the Policies Map and set out in the Green Infrastructure Strategy, will be protected, maintained and where possible enhanced.
2. Development that would sever or diminish the value (which can include Placemaking / Ecological and Landscape value) of a Green Infrastructure corridor will not be permitted.
3. Where possible, proposals for development, including in all cases Major Development must:
 - a) identify opportunities to link areas of green infrastructure together, in line with the priorities set out in the Green Infrastructure Strategy, in order to fill gaps within the existing Green Infrastructure network.
 - b) provide new connections and enhancements to the existing Green Infrastructure network where this is practicable and, where the development falls adjacent to the network, ensure that the network is not severed by putting in place measures to maintain its functionality and connectivity.
 - c) pursue opportunities for the creation of new Green Infrastructure and its integration (in line with Policy CSE3);

- d) not result in the loss or harm to any visually or ecologically important habitats or features; and
- e) protect, enhance and secure net gains in biodiversity (in line with Policy CSE8).



CSE5: Great Western Community Forest

1. Major development proposals must:
 - a. Be consistent with the objectives of the Great Western Community Forest (GWCF) which are:
 - I. Landscape and nature conservation,
 - II. Woodland management and creation,
 - III. Lifestyle and health for communities,
 - IV. Economic regeneration
 - b. Ensure that there is a net increase in tree cover (in line with Policy CSE6) through an appropriate contribution to the planting of meaningful quantum of new woodland and trees of landscape significance and, where appropriate, provide and contribute to cohesive canopy cover in the right locations, including urban and residential streets, car parks etc., considering relevant landscape, amenity, inclusivity, historic environment and biodiversity matters;
 - c. Ensure there is access to local woodlands and that there are opportunities for communities and businesses to benefit from GWCF, and
 - d. Ensure they align with Green Infrastructure Policy CSE3.

CSE6: Trees

1. Development should protect and enhance visually or ecologically important habitats or features including trees, hedges and woodlands² having regard to the guidance of the Borough Council's Supplementary Planning Document Trees Protection on Development Sites (or any successor strategy).
2. Existing habitats, trees, hedgerows and woodland of value should be sympathetically integrated into the design of new development³. If planning permission is granted for a development which necessitates the removal of trees, their loss should be mitigated by new tree planting within the development.
3. Proposals for major development should achieve a future canopy cover of 25% of the site through retention of existing trees/hedges, new planting and other green infrastructure (e.g. green roofs/living walls). Every effort should be made to meet the canopy cover requirement through retained and new trees on site but, where the provision of the requisite proportion of future canopy cover is determined by the Local Planning Authority not to be possible or desirable, contributions to off-site provision will be in line with Policy CSE5 Great Western Community Forest.

CSE7: Landscape and Areas of Non-Coalescence

Development and Landscape

1. Where they are likely to have a landscape impact, proposals for development must demonstrate that:
 - a. the intrinsic character, diversity and local distinctiveness of the landscape is protected, conserved and enhanced;
 - b. their design, materials and the colours used are sympathetic to the surrounding landscape.
 - c. Landscape harm is avoided, or where unavoidable, sensitive mitigation is delivered which may be on or off-site.



2. In meeting the above requirements, proposals must demonstrate how they have taken into account the most recent Landscape Character Assessment for the Borough, or any other adopted Landscape Studies (such as those produced by Neighbourhood Plans), and assessed the potential impact of the proposal on the following attributes of the landscape:

- a. existing landscape form, features, topography and character;
- b. the contribution of the landscape to biodiversity and wildlife;
- c. local geology and geo-diversity;
- d. views, visual amenity and the landscape setting (including views both in and out - visually sensitive skyline, geological and topographical features);
- e. valuable historic and heritage areas and assets;
- f. environmental amenity such as tranquillity & noise, pollution and light pollution; and,
- g. the existing social, physical, economic and environmental roles and functions of the landscape at the local and strategic scale (for example as a place of cultural and leisure activity, living, employment and separation of settlements).

3. Where a proposed development is likely to have a significant impact on the landscape character or visual amenity of an area, a Landscape Visual Impact Assessments (LVIAs) or Environmental Impact Assessment will be required. LVIAs are encouraged to be informed by an appropriately detailed Environmental Colour Study.

North Wessex Downs National Landscape

4. Proposals which are within or affect the setting of North Wessex Downs National Landscape must complement the special qualities and the character of the landscape.
5. Any such development proposals must:
 - a. Provide a Landscape Visual Impact Assessment with reference to the National Landscape Areas most recent Management Plan and Landscape Character Assessment
 - b. Provide details of the colour palette and materials to be used, and explain how these have been informed by The North Wessex Downs “Colour guide 2021” or any subsequent update published.
 - c. Preserve the ‘Dark Skies’ character of the landscape through preventing or minimising light pollution. All proposals will be expected to demonstrate clear regard to the guidance set out in Dark Skies of the North Wessex Downs – A Guide to Good External Lighting (2021).

Areas of non-Coalescence

1. Areas of non-Coalescence, as defined in the Policies Map, will be maintained to retain a rural and open character of the land, and protect the separate identity of settlements (both existing and allocated).
2. Small scale proposals for development in this area will only be permitted where they retain and enhance the countryside character and achieve the following criteria (cumulatively or individually):
 - a) Avoid any loss of landscape quality, and retain the openness and character of the land around its existing settlements and the land allocations; and
 - b) Protect the setting and separate identity of its settlements (both existing and allocated) by avoiding their coalescence, by physical separation and a sense of separation; and
 - c) Involve the re-use, conversion or extensions of existing buildings, or
 - d) Are an essential requirement directly related to the economic or social needs of the rural community.

CSE8: Biodiversity, Geodiversity and Nature Recovery

Biodiversity Net Gain

1. Proposals for development (except where exemptions, modifications or exclusions have been made by legislation) must demonstrate how they will achieve a minimum of 10% biodiversity net gain to habitats, measured using the latest Biodiversity Metric.
2. Planning applications should include a proposed strategy for delivering biodiversity net gain which demonstrates how the following hierarchy for delivery will be applied:
 - a. on-site delivery;
 - b. off-site (through allocation of biodiversity units from a new or existing registered net gain site);
 - c. contribution in-lieu (purchase of National Credits).
3. A less preferential delivery route will only be acceptable where it is demonstrated that a more preferential option is not achievable, or where evidence demonstrates that the contribution will deliver greater environmental benefit, net gains in biodiversity or link to adjoining priority habitats and/or support nearby priority species; and in all cases aligns with the Wiltshire and Swindon Local Nature Recovery Strategy.
4. In cases where statutory net gain does not apply, development shall protect and enhance biodiversity and provide net local biodiversity gain. Where this is demonstrably not achievable, mitigation and compensation measures will be agreed.

Nature Recovery Strategy:

4. Such proposals for development must have regard to the Local Nature Recovery Network map and relevant accompanying measures.

Internationally Designated Sites

North Meadow and Clattinger Farm SAC

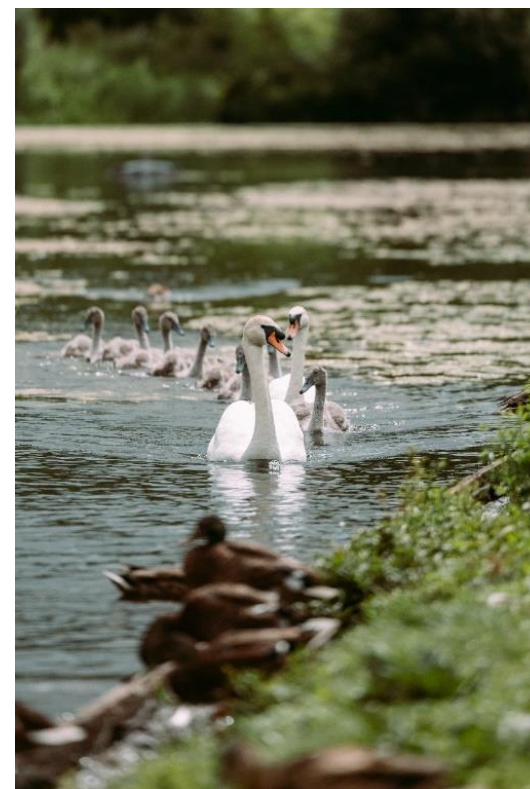
5. Within the defined Zone of Influence as shown on the policies map, development that results in a net increase in residential dwellings, tourist accommodation, student accommodation, Gypsy and Traveller sites, or other development which may generate recreational impact on the North Meadow and Clattinger Farm Special Area of Conservation (SAC), must make the appropriate mitigation contribution as set out in the Interim North Meadow and Clattinger Farm Mitigation Strategy or any subsequent update. Mitigation measures include:
 - a) Financial contributions toward Strategic Access Management Measures (SAMB)
 - b) Within the 4.2km of the North Meadow SAC, proposals of 50 units or above will normally be expected to provide sufficient natural recreational greenspace on site to ensure that residents do not impact upon the SAC. For Proposals of below 50 units, or where on-site mitigation is not possible, then financial contributions will be made toward strategic alternative green space infrastructure projects.
 - c) Within the Outer Zone of Influence (4.2 – 9.4 km) larger development that triggers EIA regulations may also be required to deliver SANG / make strategic alternative green space infrastructure projects contributions. This will be decided on a case-by-case basis in consultation with Natural England.

6. Proposals located beyond the of the defined Zone of Influence that trigger EIA regulations will require consultation with Natural England to determine mitigation required on a case-by-case basis.
7. Proposals for development where there is a net increase in overnight accommodation; new agricultural development that will lead to an increase in intensity and provide additional nutrients to wastewater; development there is likely to create a large amount of wastewater; or which are located within the hydrological catchments of the River Lambourn SSSI/SAC are required to demonstrate 'nutrient neutrality'.
8. A Habitats Regulation Assessment will be required to demonstrate that appropriate mitigation is secured to ensure that the project will not lead to a negative impact on the ecological integrity of the SAC.
9. Where proposals for development are close to the boundary of a catchment, consideration will need to be given to whether the wastewater drains into or outside of the catchment.

Species enhancements:

9. Proposals for development must, in addition to Biodiversity Net Gain requirements, deliver enhancements for species diversity. These must be targeted to relevant local receptors and species priority measures identified in the Local Nature Recovery Strategy. This may include the provision for nesting birds, bats, hedgehogs and other native species.

10. Development proposals affecting sites and species identified in Table 9 must demonstrate that they will be protected commensurate with their designation or status. Applicants will need to obtain advice from a qualified ecologist who is a member of the Chartered Institute of Ecology and Environmental Management.



CSE9: Managing Flood Risk

1. Proposals for development must:
 - a) Be directed to areas with the lowest risk of flooding. Proposals for development must demonstrate that the sequential test has been applied and, if necessary, the exception test; taking into account the potential impacts of climate change.
 - b) Not adversely affect flood routing and thereby increase flood risk, including risk of sewer flooding, elsewhere on, or off, site;
 - c) Be safe over the lifetime of the development, taking into account the increased risk of flooding due to climate change;
 - d) Be accompanied by a drainage strategy that demonstrates the safe and discharge of surface and ground water from a development which must be managed in a sustainable and co-ordinated way that mimics the natural drainage network; and
 - e) Demonstrate adequate provision within the design of the site to reduce water from the development site causing flood risk elsewhere.
2. Where a development site encroaches within the modelled 1 in 100 (1%) annual 'probability plus' allowance for climate change floodplain, a floodplain storage analysis must be undertaken as part of any site-specific FRA to compare the floodplain capacity pre- and post- development, and must demonstrate that no detrimental impact and ideally an improvement over the existing situation.

3. If, following application of the Sequential Test (and Exception Test if relevant), it is considered appropriate to locate new development in an area of Flood Zone 2 or 3, then the proposed development must be appropriately designed to ensure that the occupants/users are safe from flooding and the development does not increase flood risk to third parties.

Sustainable Drainage Systems (SUDS)

4. Proposals for development must:
 - a) Incorporate **SuDs** in a manner that is integral to site design and meets CIRIA guidance, and guidance set out in the latest Strategic Flood Risk Assessment (Levels 1 and 2). Design of SuDs must adhere to the following:
 - i. Utilise the SuDs management train to demonstrate that all SuDs functions are achieved, with reference to benefits for amenity, biodiversity, water quality and flood risk management;
 - ii. Mitigate any adverse impact that raised groundwater levels may have upon the operation of SuDs;
 - iii. Incorporate opportunities for pollution capture and removal of urban run off; and
 - iv. Include arrangements for lifetime management and maintenance of SuDS schemes
5. In all cases, SUD's should not be located in Flood Zone 3.

Buffers

6. Proposals for major development must demonstrate that run off rates are attenuated to greenfield run-off rates. Where this cannot be demonstrated, higher rates will need to be robustly justified and risks quantified. For major development on brownfield land, proposals must demonstrate discharge as close as practicable to greenfield rates.
7. Development adjacent to a Main River or Ordinary Water Course should include a buffer zone along both sides of the watercourse between the top of the riverbank and the proposed built development (including footpaths, landscaping, lighting and fencing).
8. These riparian buffer zones should be preserved, or managed to contribute to the achievement of Biodiversity Net Gain. The buffer will vary depending on the sensitivity of the watercourse and existing conditions of the site and will be agreed with the Local Planning Authority and Environment Agency as appropriate.
9. Where relevant, Proposals for development should identify opportunities for opening up and naturalising any culverted sections of watercourse where feasible, in line with the aims of the Water Framework Directive.

11. In all relevant cases, on-site surface water is to be managed as close to source as possible.

12. Certain areas are, as required by the Environment Agency, to be safeguarded for the implementation of flood risk management measures. The detailed boundaries of these will be provided at Regulation 19 consultation. Proposals for development affecting this land will require consultation with the Environment Agency.



CSE10: Unstable Land

1. Development of land that is either known to be unstable, or is strongly suspected of instability because of its previously history or geology, shall only be permitted when:
 - a. the extent of any proposed remedial measure required to achieve a level of land stability suitable for the proposed use, capable of supporting future development loads has been identified, and
 - b. the nature of the land stability has been assessed to the satisfaction of the Local Planning Authority and the land stability evaluation report has been provided and agreed with the Council prior to the determination of an application.
2. Where planning permission is granted, conditions may be imposed requiring the execution of any necessary remedial works.

CSE11: Contaminated Land

1. Proposals for development on land that is either contaminated, or is strongly suspected of being contaminated, shall only be permitted when:
 - a. it can be demonstrated that the development will not expose people, the natural environment, property, water bodies, or other receptors to levels of potential contamination which give rise to unacceptable risks or harm to health or other adverse impacts
 - b. a contaminated land site evaluation and risk analysis has been submitted and approved by the Local Planning Authority evaluating the level and precise nature of any contamination and need for removal or treatment;
 - b. the potential of existing contaminants to pollute both surface water and ground water, during and after construction has been established;
 - c. Acceptable decontamination measures required to achieve a level of land quality suitable for the proposed end use have been identified; and
 - d. Appropriate measures are taken to ensure that migrating gas is safely dealt with where development is proposed on land adjacent to an uncontrolled 'gassing' landfill site.
2. Where planning permission is granted, conditions may be imposed requiring the execution of any necessary remedial works.

CSE12: Reducing Noise and Pollution

1. All proposals for development must:
 - a) minimise nuisance resulting from development;
 - b) manage and mitigate the impacts of any nuisance generated through the operation of the development (such as noise, vibrations, odour, fumes and dust pollution) on people and the built and natural environment over the life of the development; and
 - c) ensure noise-sensitive and air quality-sensitive development is directed to appropriate locations, and that they are protected against any existing and proposed sources of noise and air pollution through careful design, layout and use of materials and adequate insulation.

Pollution and Air Quality

2. Development proposals, alone or cumulatively, must be designed in order to avoid and reduce any significant adverse impacts from pollution, on any of the following receptors:
 - a) Human health and wellbeing;
 - b) Biodiversity, and Biodiversity Assets protected under the Habitats Regulations;
 - c) The water environment;
 - d) The effective operation of neighbouring land uses; and
 - e) An Air Quality Management Area or areas at risk of exceeding relevant limit values.

3. Where a development is a sensitive end-use, that there will not be any significant adverse effects on health, the environment or amenity arising from existing poor air quality, sources of odour or other emissions to air.
4. Proposals within an air quality management area, or in a location likely to generate motor vehicle journeys through an Air Quality Management Area) or an area at risk of becoming an AQMA will be required to demonstrate:
 - a) there is no adverse effect on air quality in an air quality management area (AQMA); pollution levels within the AQMA will not have a significant adverse effect on the proposed use/users,
 - b) the development will not lead to the declaration of a new AQMA;
 - c) the development will not interfere with the implementation of the current Air Quality Action Plan (AQAP);
 - d) any sources of emissions to air, odours and fugitive dusts generated by the development are adequately mitigated so as not to lead to loss of amenity for existing and future occupants and land uses; and
 - e) any impacts on the proposed use from existing poor air quality, odour and emissions are appropriately monitored and mitigated by the developer.

4. Where a proposal could be subject to adverse impacts due to pollution or disturbance, by reason of its proximity to an existing business or community facility, the 'agent of change' principle applies. In such circumstances the onus will be on the promoter of the new development to demonstrate that there will be suitable mitigation provided to protect the amenity of the future occupants.

Supporting Text:

- 9.5. The Planning system has a direct role to play in achieving a 'Greener Swindon', including through measures reducing carbon in buildings, and strategically, through practical nature-based solutions and design actions that can promote sustainable travel, urban cooling, or natural flood defence.
- 9.6. The Council's 'Greener Swindon' mission aims to address climate change through measures to reduce carbon and protect the environment. Nationally, Government has also committed to climate targets under the Climate Change Act 2008 (as amended), which requires net zero greenhouse gas emissions by 2050. Buildings remain one of the largest contributors to carbon emissions, accounting

for approximately 23% of total UK emissions, primarily through operational energy use for heating, cooling, lighting, and appliances (CCC, 2023) and in the case of Swindon it contributes around 57% of total emission.

Adapting to Climate Change

- 9.7. Climate change presents complex challenges for the built environment, particularly in relation to rising temperatures, extreme weather events, and increased flood risk. In response, this policy provides a proactive and integrated approach to adaptation that is embedded from the earliest stages of site planning and design. This policy focuses on shaping places that are climate-responsive, spatially resilient, and designed to function effectively under future climate scenarios. Adaptation goes beyond technical solutions and requires a comprehensive spatial strategy that considers land use, urban form, thermal comfort, water management, and the functionality of public realm.
- 9.8. A Sustainability Statement will be required for new, major development. Sustainability Statements should demonstrate how the proposal needs to respond to climate risks, reduce carbon emissions, and support Swindon's net zero targets. This ensures that mitigation and adaptation measures

are embedded from the outset. The NPPF 2024 (para 158) requires plans and decisions to contribute to climate change mitigation and adaptation, while the PPG (ID: 6-003-20140612) supports the use of local evidence to address site-specific climate challenges.

- 9.9. Proposals must also demonstrate long-term adaptability to respond to changing climate conditions over the development's lifetime. Flexible layouts, durable infrastructure, and low-carbon transport integration are essential to support resilience. This aligns with the PPG (ID: 6-029-20140612), which advises that new development should be able to adapt over time to remain sustainable and fit for purpose.

Carbon Reduction – Operational Emissions:

- 9.10. Cumulatively, 1.2 million of CO₂ emissions were generated in 2020. Out of this, as Figure 6 illustrates, 57% of total carbon emission generated through operational use from buildings including domestic and non-domestic properties, it is vital to improve energy efficiency in new development with the focus to achieve net zero goal by 2050. The Swindon Carbon Pathway Background Paper identifies that areas within the Borough fulfil heat demand through fossil fuels leading to higher gas

consumption. This demonstrates the necessity of incorporating Energy Use Intensity measures and reducing heat demand to decarbonise the energy system of borough.

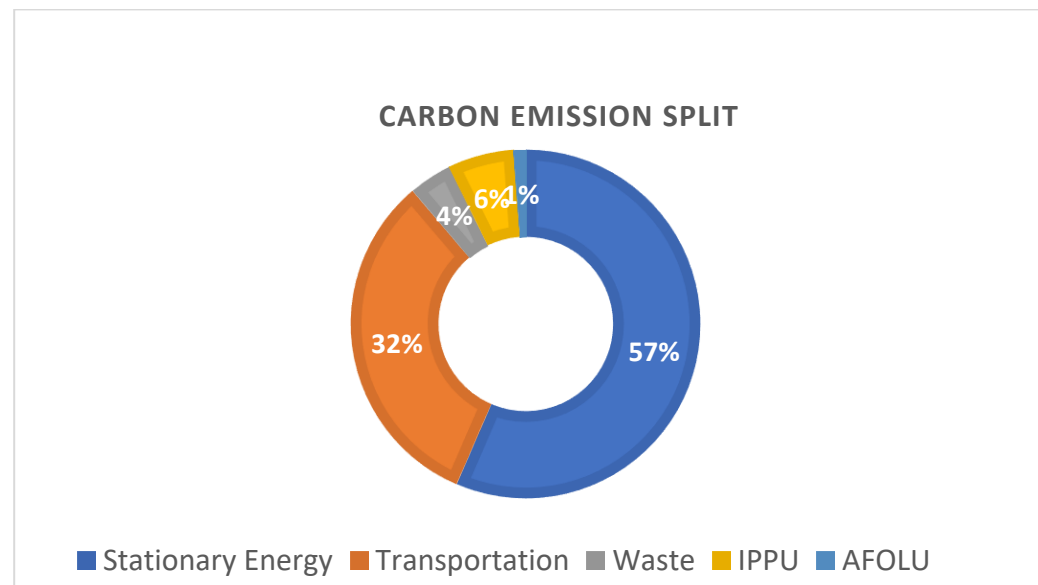


Figure 6: Swindon's Carbon Emission Split

- 9.11. The National Planning Policy Framework (NPPF) (2024 update) and accompanying Planning Practice Guidance (PPG) emphasize the role of planning in supporting the transition to a low carbon future. Paragraph 157 of the NPPF encourages local plans to actively support energy efficiency improvements and low carbon energy infrastructure. Moreover, the

London Plan (2021) and guidance from bodies such as LETI (2020) and the UK Green Building Council (UKGBC) advocate a fabric-first approach and the energy hierarchy, promoting sustainable energy use from the outset of design through to building operation.

- 9.12. Policies in this Plan aims to operationalize those national ambitions by setting a clear local framework for reducing energy consumption and operational emissions in all new development. Proposals should include a Whole Life Carbon Assessment (WLCA) at key stages of the project to reduce embodied and operational carbon and provide transparent reporting of emissions across the building lifecycle.

Adaptive Reuse and Retrofit:

- 9.13. Development proposals will be required to consider reuse and retrofit. Reusing built assets helps preserve resources from the initial construction and reduces embodied carbon – the emissions from raw material extraction, manufacturing, construction, maintenance, demolition, transport, waste and end-of-life impacts. By reducing the need for new materials, energy and water, Adaptive Reuse Projects (ARPs) can conserve resources and improve local air quality by diverting demolition waste from landfills. Overall, adapting existing

buildings rather than demolishing them can significantly reduce the environmental footprint of the building sector.

- 9.14. Given that the majority of Swindon's existing housing stock will remain in use until 2050, it is essential to improve its energy efficiency to meet net zero targets. The Swindon Carbon Pathway Background Paper identifies key neighbourhoods—including the Town Centre, Old Town, Blunsdon, and Highworth—where residential gas consumption exceeds 685,000 kWh annually, representing 7.7% of the Borough's housing stock. Overall, 63% of homes consume more than 250,000 kWh of gas per year. 25% of total direct carbon emission of the borough was generated by current housing stock in 2020 which shows opportunity to reduce direct emissions by 25% through retrofitting and making current housing stock energy efficient.
- 9.15. Key principles of adaption and retrofit include:
- I. **Community Benefit:** Adaptive reuse must deliver demonstrable social, environmental, or economic value for the local community.
 - II. **Heritage and Fabric Retention:** Where assets have historic or cultural significance, proposals must retain their heritage value and prioritise long-term durability to avoid maladaptation.

- III. **Low-Carbon Retrofit:** Where conversions require additional construction, existing structural elements should be retained wherever feasible, and low-carbon, sustainable materials must be used in line with accessibility and building standards.
 - IV. **Energy Demand Reduction:** Retrofit measures should first aim to significantly reduce energy consumption through improvements to insulation, airtightness, and efficient systems.
 - V. **Health and Wellbeing:** Retrofit designs must prioritise occupant health and indoor environmental quality, including ventilation, thermal comfort, and moisture control.
 - VI. **Whole-Building Approach:** Proposals should be based on a comprehensive retrofit strategy that considers the building as a whole system to avoid piecemeal interventions and unintended consequences.
 - VII. **Embodied Carbon Awareness:** Retrofit works should assess and minimise embodied carbon impacts by retaining existing materials and selecting low-carbon alternatives where replacements are necessary.
- 9.16. Major development proposals should provide a sustainability statement to identify potential climate change issues based on site context and propose a mitigations and adaptations that aims to support the net zero goals of Swindon.

The Natural Environment

- 9.17. The Planning system has a direct role to play in achieving a greener Swindon, through facilitating the extension of renewable energy generation and reducing carbon in buildings, and strategically, through practical nature-based solutions and design actions that can promote sustainable travel, urban cooling, or natural flood defence.

Green Infrastructure

- 9.18. Green Infrastructure, as defined in the glossary, has environment and health benefits. The Borough has a Draft Green Infrastructure Strategy that aims to maintain and enhance green links throughout the Borough, ensuring good quality green space is within 15 minutes of all our residents. Development proposals should have regard to this document.
- 9.19. In addition, Natural England's five descriptive principles set out what the elements of good GI should be. These are as follows:
- I. Multifunctional: GI delivers multiple functions and benefits
 - II. Varied: GI includes a mix of types and sizes that can provide a range of functions and benefits
 - III. Connected: GI connects as a living network for people and nature at all scales, connecting provision of GI with those who need its benefits

- IV. Accessible: GI creates green, liveable places where everyone has access to good quality green and blue spaces routes and features
 - V. GI should respond to an area's character
- 9.20. As part of a focus on green infrastructure and a 'Greener Swindon', the Plan also places emphasis on protecting and increasing tree coverage and requires development to be consistent with the objectives of the Great Western Community Forest Plan. The Great Western Community Forest Plan is being updated and proposals should have regard to any future updates.

Landscape and Areas of Non-Coalescence

- 9.21. Swindon Borough has a number of settlements (as set out in Policy SS2). These settlements maintain distinct identities and this character should not be 'lost' as a result of new, large scale development. Significant new strategic site development at New Eastern Villages and Wichelstowe in particular must have regard to neighbouring settlements, preserving their separate identity. Noting the scale of these developments, Areas of Non-Coalescence have been identified (as shown on the Policies Map) which resist development, maintaining a 'buffer area' between newer and older settlements and preserving natural landscape.

Biodiversity and Nature Recovery

- 9.22. Sustainable development also provides opportunities to enhance the natural environment for wildlife and Swindon's communities.
- 9.23. In many cases simple measures embedded within the built environment can ensure that growth provides an opportunity for nature recovery, offering a vital lifeline to some of the UK's most threatened species (e.g., priority bird species, bats, reptiles, hedgehogs.) Such measures are of increasing importance with many new homes and associated land offering little value to wildlife, facilitating declines in some species.
- 9.24. National policy makes it clear that plans should promote the recovery of protected species. This policy seeks to ensure measures are put in place to optimise the opportunity development can represent to the natural world and priority species. Development must demonstrate how opportunities have been maximised to integrate nature recovery into the built environment

9.25. As such, developments will be required to incorporate measures to achieve this which could include (but is not limited to):

- I. Integral bird nesting bricks in accordance with BS 42021: 2022 British Standard for integral nest boxes, located on a north or east elevation
- II. Integral bat boxes
- III. provision of overhanging eaves suitable for nesting house martins in all major development, supplemented by the provision of nest cups; and
- IV. Hedgehog highways integrated throughout developments, with suitable gaps in all fences between gardens and the wider ecological network to facilitate movement of protected species.

9.26. All external lighting in developments is to be in accordance with 'Bats and Artificial Lighting at Night', Guidance Note 08/23, (Institute of Lighting Professionals, 2023), or as superseded, and a Guide to good External Lighting (North Wessex Downs AONB, 2021) in the National Landscape, for light-sensitive wildlife.

Table 9 Hierarchy of Sites of Biodiversity and Geodiversity Value to be Protected

Designation Type	Site data ¹
Internationally/ European designated sites	Although there are no international/European sites within the Borough, there are sites close to the boundaries. Potential cross-boundary and in-combination impacts on sites outside of the Borough must be assessed via a Habitats Regulation Assessment. These sites include: Special Protection Areas and Special Areas of Conservation, Ramsar sites (and potential sites); sites identified, or required, as compensatory measures for adverse effects on international sites. The location of sites can be found on DEFRA's MagicMap: https://magic.defra.gov.uk/MagicMap.aspx
Nationally designated sites	Sites of Special Scientific Interest as shown on the DEFRA's MagicMap: https://magic.defra.gov.uk/MagicMap.aspx
Irreplaceable habitats or ecological features	Include ancient woodland, species-rich grassland, ancient and veteran trees, hedgerows derived from ancient woodland, lowland fens and habitats on the Government's list of irreplaceable habitats. Also, wood-pasture and parkland.

Protected and priority species and habitats	European protected species and habitats, and UK protected and/or priority species and habitats.
Locally designated sites	County Wildlife Sites and Local Nature Reserves, sites and/or areas identified in the Wiltshire and Swindon Local Nature Recovery Strategy.
Other sites	Existing and potential green infrastructure where this could constitute an ecological network, wildlife corridor, nodes and stepping stones for wildlife. Green infrastructure corridors are shown on the policies map.

- All residential units (i.e. C3 Use Class)
- Residential/holiday/guest annexes
- Houses in Multiple Occupation (sui generis);
- Residential institutions within the C2 Use Class where the residents are not severely restricted by illness or mobility;
- Student accommodation;
- Sites for Gypsy, Roma, Travellers and Travelling Showpeople;
- Tourist accommodation, including hotels, self-catering, caravan and touring holiday accommodation;
- any other type of development that may lead to an increase in visitors to the SAC.

SACs

- 9.27. The Interim North Meadow and Clattinger Farm Mitigation Strategy⁶ sets out the strategic approach to mitigate recreational impacts associated with new development on the North Meadow part of the North Meadow and Clattinger Farm Special Area of Conservation.
- 9.28. The following types of development are likely to cause detrimental impacts on the SAC if they occur within one of the Zones of Interest:

Managing Flood Risk

- 9.29. Managing flood risk through preventative and mitigating measures is essential to building a safe and resilient community and economy. Development, particularly highly vulnerable and more vulnerable development (as defined by national planning policy) should be steered towards areas of lower flood risk. Where development does come forward in areas of higher flood risk, this should only be following an exceptions test demonstrating that the development would provide wider sustainability

⁶ [North Meadow and Clattinger Farm Interim Recreation Mitigation Strategy 2023-2028 | Swindon Borough Council](#)

benefits to the community that outweigh flood risk and that the development would be safe for its lifetime.

9.30. Where the exceptions test is followed, the following relevant mitigation measures are required:

- Set finished floor levels 300mm above the known or modelled 1 in 100 annual probability (1% AEP) flood level including the appropriate allowance for climate change. Other management and mitigation measures must be implemented as appropriate and be in accordance with the most up to date CIRIA guidance (or it's comparable successor) and the latest Strategic Flood Risk Assessment (Levels 1 and 2).
- Where a potential risk of groundwater is identified, manage the risk through suitable waterproof sealing of any low level/basement areas in accordance with CIRIA guidance, appropriate drainage and/or the raising of entry thresholds to mitigate possible damage. The adopted design will need to ensure that it does not result in any worsening to the risk posed to adjoining properties.
- Implement appropriate safety measures in accordance with the SFRA Level 1 and 2

specifically in relation to finished floor levels, access/escape routes, places of safety and emergency planning.

9.31. Further guidance on the available measures and their application in new development is detailed in the guidance document 'Improving the Flood Performance of New Buildings – Flood Resilient Construction' (published in 2007, updated in 2021) jointly produced by the Department for Communities and Local Government, the EA and DEFRA

SUDs

9.32. Land used for SUDs, particularly with a flood water capture function, will not be included within calculation for open space developer contribution.

Contaminated land

9.33. Where there is evidence of contamination, remedial measures to overcome any unacceptable risks to health or the environment, taking into account the actual or intended use of the site, must be identified and satisfactorily implemented. Additionally, after remediation, as a minimum, land should not be capable of being determined as contaminated land under Part IIA of the Environmental Protection Act 1990.

- 9.34. This should include as assessment of traffic fumes as a result of the design of the development.

Nuisance and pollution

- 9.35. A noise and vibration assessment and a Construction Environmental Management Plan will be required to support major development applications.
- 9.36. Tranquil areas (such as areas defined with the North Wessex Downs National Landscape) which have remained relatively undisturbed from noise and are recognised for their recreational and amenity value should be protected from developments which would significantly adversely impact on their tranquillity.

Air Quality and Pollution

- 9.37. Design measures to reduce the impact of air quality may include altering the siting, orientation and/or massing of buildings to avoid trapping air pollution in canyons; and be designed to minimise the potential for air pollution to become trapped close to the ground. requiring the creation of landscape buffers between air pollution sources and receptors, including on routes that pedestrians and cyclists would be expected to use.

- 9.38. Building layout should locate habitable accommodation away from busy roads; requiring roadside habitable room windows to be non-openable and alternative means of ventilation to be provided; ensuring point sources of air pollution are suitably ventilated away from receptors. Design solutions should not undermine the
- 9.39. With regard to reduction measures, this may include the provision of on-site electric vehicle charging points and car club spaces; enhancements to bicycle infrastructure; enhanced walking routes, site travel plans (including public transport); the planting of street trees.
- 9.40. Cumulative impacts of development on air quality, including Air Quality Management Areas and areas at risk of exceeding relevant limit values (18) for air pollution, will be considered in determining planning applications. Major development proposals which would impact upon areas identified at being at risk of non-compliance with limit values, as evidenced by data and trends in the Council's Air Quality Annual Status Reports or may create other areas of non-compliance will need to be supported by an air quality assessment. The assessment must take into account any potential cumulative impacts as a result of known proposals in the vicinity of the proposed development site, and should consider pollutant emissions generated by the development.

CHAPTER 10: A HEALTHY, SOCIALLY CONNECTED SWINDON

10. Introduction

- 10.1. Health is a key priority to our residents, and this means not only have the right health facility infrastructure in place, but also taking an holistic approach to health that prioritises preventative measures and considers mental wellbeing. This also encompasses the need for opportunities for social connection and a high-quality environment.
- 10.2. This chapter looks at a range of ways new developments will be expected to contribute to healthy outcomes in Swindon.



Links to Policy Objectives and Policies

Policy Objective Links:	<ul style="list-style-type: none"> • SO1 – Regenerating the Town Centre • SO2 - Place and Belonging • SO3 – Homes for all • SO4 – Economic prosperity • SO5 – Connected Communities and Sustainable Movement • SO6 – Low Carbon • SO7 - Health and Wellbeing
Policies	<ul style="list-style-type: none"> • SP7 – Health Living • HL1 – Health Impact Assessments • HL2 – Sport and Recreation • HL3 – Protecting Open Spaces • HL4 – Open Space in New Developments • HL5 – Child Friendly Spaces and Play • HL6 – Education, Health and Community Facilities

SP7: Healthy Living

1. The Council is fully supportive of a holistic approach to health that acknowledges the role the built environment plays in delivering healthy outcomes. To achieve this, the Council will seek to secure (through the policies in this Plan and any strategic interventions):
 - a. active travel improvements, including walking and cycling infrastructure and green links between destinations;
 - b. the right mix of housing tenure to meet the needs of the community;
 - c. new jobs that are delivered through a wide range of sectors;
 - d. the provision of accessible new services as part of new developments; and
 - e. a reduction in any open space deficiencies;
 - f. and reductions to air and noise pollution.



HL1: Health Impact Assessments

1. All major development proposals will be expected to positively design for creating healthy places with reference to the social, economic, and environmental determinants of health and with particular focus on the needs of the area in which they are located.
2. A Health Impact Assessment is required to be submitted as part of the planning application for major development proposals of over 100 units, and developments which contain any of the following uses:
 - a. Education facilities
 - b. Health facilities
 - c. Leisure or community facilities
 - d. Hot food takeaways/hot food outlets within 400 metres of where young people congregate, including primary and secondary schools
 - e. New betting shops, gaming arcades, casinos and amusement arcades
 - f. Public houses or retail units where the off-sales of alcohol can be reasonably expected
3. The analysis within the HIA should be of a sufficient level of detail to allow the Council to assess the potential impacts of the development on the health environment of the Borough and its residents. As a minimum, the assessment should include the following:
 - a. A description of the physical characteristics of the proposed development site and surrounding area, including the current use;
 - b. Identification of relevant population groups that could be affected by the development and associated health issues, inequalities and priorities in the area, which should be supported with appropriate evidence/data
 - c. An assessment of the impacts of the proposal on the identified population groups and local health issues, inequalities and priorities, including any potential positive and negative impacts, along with any mitigation measures incorporated into the design to reduce identified negative outcomes.
 - d. Details of monitoring which will be undertaken in relation to the proposed mitigation implemented.
4. The level of detail should be proportionate to the scale of the development and agreed with the relevant case officer.

HL2: Protecting Open Spaces

1. Land identified as Open Space, as defined on the Policies Map, will be protected from development.
2. As established in national policy, existing open space, sports and recreational buildings and land, including playing fields and formal play spaces, should not be built on unless:
 - a) an assessment has been undertaken which has clearly shown the open space, buildings or land to be surplus to requirements; or
 - b) the loss resulting from the proposed development would be replaced by equivalent or better provision in terms of quantity and quality in a suitable location; or
 - c) the development is for alternative sports and recreational provision, the benefits of which clearly outweigh the loss of the current or former use.



HL3: Open Space in New Developments

1. All major development involving the construction of new dwellings are required to contribute to the provision of public open space.
2. If on-site provision is not possible, it is expected that development contributes to the mitigation of identified deficiencies in the quantity, quality and accessibility of open space in the areas identified in the Open Space Audit and Assessment. All other outdoor sport and play facilities are in addition to these core Open Space standards
3. The type and amount of on and off-site provision of open space will depend on the location and size of the proposal, or identified need and will:
 - a. be of an appropriate type, size and quality as outlined in the Council's most recent Open Space Audit and Assessment; and
 - b. be publicly accessible; and
 - c. be appropriately designed to be safe, usable, integrated into the development site and maximise green infrastructure benefits and functions; and
 - d. Take opportunities to connect to the Strategic Green Infrastructure Network.
4. Developers should engage with Parish and Town councils, alongside the Borough council, regarding the ongoing maintenance of new green space, and developers are encouraged to offer first refusal for the ongoing maintenance of open spaces and amenities delivered through new residential developments to Parish and Town councils.

HL4: Child Friendly Places and Play

1. Development Proposals for schemes that are likely to be used by children and young people should:
 - a. incorporate opportunities for informal recreation into the design of the scheme which provides for children and young people of all abilities,
 - b. incorporate safe and accessible routes for children and young people to access existing facilities such as local play provision, schools and youth centres, and
 - c. for large scale public realm developments, incorporate an appropriate quantum of incidental play space.
2. Where formal play provision is required, or where a new or upgraded play provision is proposed, the design should:
 - a. be fully integrated in the design of new residential developments and be fully accessible to children and young people,
 - b. integrate into the wider network of public open spaces and not be severed from the rest of a neighbourhood by physical barriers such as main roads,
 - c. be 'landscape led' in design, integrated into the surrounding landscape and landscape context. This may include swales and ditches, mounding, level changes, boulders, logs, sensory planting and tree planting (which can also be climbable) and other elements
 - d. incorporate existing trees and Include additional tree planting to provide shade and climate resilience, and elements that allow contact with nature,
 - e. keep sealed and artificial surfaces including wet pour and rubber crumb to a minimum, only to be used where necessary for fall protection,
 - f. include, where possible 'loose parts' such as gravel, sand and water, or play equipment that utilises these elements,
 - g. use inclusive equipment and elements, sensitively designed and integrated into the play area, not segregated, and
 - h. include seating, cycle stands, space for pushchairs, bins and signage as well as the required equipment.
3. Where public space is redesigned, proposed or required, opportunities for informal play and opportunities to support public art strategies should be considered.

HL5: Community Infrastructure

1. Development proposals that generate a need for community infrastructure must:
 - a. ensure that the infrastructure, including enhancement or extension of existing infrastructure, is provided by direct provision on-site. Where clear evidence demonstrates that this cannot be achieved, a financial contribution will be taken in-lieu;
 - b. ensure that infrastructure is operational no later than the appropriate phase of development for which it is needed; and
 - c. set out how the long-term management and maintenance of infrastructure will be achieved
2. Proposals of over 100 units should consult with appropriate bodies (such as the Bath and North East Somerset, Wiltshire and Swindon ICB, on any successor organisation) at an early stage preparing a planning application.
3. Proposals for new, extended or expanded community facilities should first be directed to town, district and local centres and be co-located (or be capable of supporting co-location) with other community uses where possible. If need can be demonstrated for facilities outside of these areas, provision must be location within or adjacent to existing settlements.

4. Proposals that would result in the loss of community facilities must demonstrate that:
 - a) The facility is being reprovided elsewhere to better meet the needs the local people served; or
 - b) There are sufficient, suitable, alternative community facilities nearby; or
 - c) The community facility is no local longer required by the community; or
 - d) There is no longer a demand for the community facility, demonstrated by genuine marketing evidence for a period of at least one year.
 - e) The community facility is no longer economically viable for the established use; or
 - f) There is no existing management and funding resources or that could be generated within the community that could secure and sustain a community facility that meets identified local needs; or
 - g) The community facility cannot be secured or sustained through the partial redevelopment of the site.

Supporting Text:

- 10.3. Good health and wellbeing is not just about access to traditional health facilities (although this plays a key part), it is also about a lot of everyday behaviours and opportunities, many of which the built environment can support and encourage.
- 10.4. As such, the emerging Local Plan takes a holistic approach to health, factoring in a range of considerations that will ultimately lead a Better, Fairer and Greener Swindon. This includes:
- encouraging Active Travel
 - providing and maintaining high-quality green spaces;
 - reducing environmental pollutants;
 - delivering well-designed public realms;
 - promoting healthier food choices; and
 - supporting opportunities for social connection.

Health Impact Assessments

- 10.5. Swindon is ranked as the 98th most deprived of 151 Upper Tier Local Authorities in England⁷, with 12 areas of it within the 10% most deprived in England. The Borough also suffers from higher levels of obesity than the national average. It's clear that more can and should be done to reduce health inequality and Planning has a role to play in this.

⁷ Joint Strategic Needs Assessment for Swindon (2024)

- 10.6. A part of this is ensuring new development considers the impacts it has on health. This is particularly the case for larger scale development and development that is more associated with adverse effects to health and health inequality (for example, hot food takeaways and development uses associated with gambling and pay-day loans). Such adverse uses require careful consideration, particularly with regard to their cumulative impacts.
- 10.7. This will support healthier choices for both adults and children in Swindon.

Open Space

- 10.8. Open spaces provide opportunity for peaceful recreation as well as physical activity. From our initial assessments, several parts of the Borough (including the Central area) have open space deficiencies when measured against Fields in Trust's 'ideal' benchmark standards of 3.2ha per 1,000 population⁸.
- 10.9. To support new growth, it is clear new open spaces are needed in areas of the Borough with open space deficiencies. An Open Space Audit is currently underway exploring both the physical need for such spaces (and where they should be located), whilst also examining the quality of current

⁸ [Green space calculator | Fields in Trust](#)

Green Space provision. This will inform further detailed requirements in the Regulation 19 version of the Plan.

- 10.10. Existing open spaces are generally protected under national policy, subject to a number of criteria as set out in Policy HL3.

Child Play Space

- 10.11. 36.8% of Swindon's year-6 pupils (aged 10-11-years-old) are classified as overweight or obese. Open spaces and sports facilities will play a role in encouraging and providing access to physical activity, however playspaces are also needed that are specifically designed for children, their safety and their opportunities to socially connect with other children. Policy HL4 supports the provision of good quality, diverse playspace that will provide a stimulating environment for our youngest residents.

Community Infrastructure

- 10.12. A new Infrastructure Delivery Plan is currently underway to explore the extent of need for a range of infrastructure, including education and health facilities. This will inform more specific requirements in the Regulation 19 version of the Plan, particularly for newer areas of growth. Providing the facilities to support active lives for residents is a key component in the Council's strategy for reducing

health inequalities and well-being. A part of this is also supporting flexibly designed development which could support a range of community uses, and seeking contributions where extensions of current facilities are more appropriate in delivering the necessary services.

- 10.13. To ensure the right health and education provision comes forward, the Council will remain in close collaboration with key stakeholders and will prioritise such infrastructure in line with Policy HL5.

Sports Provision

- 10.14. Sports facilities can be valuable assets and the Council puts policies in place to protect these for the long-term benefit of sport, and to encourage new facilities where there is need. There is also a need to ensure new facilities meet up-to-date standards of accessibility and work towards reducing inequalities.
- 10.15. In order to support the population growth along with the current quality of strategic provision, development of facilities and the investments in the quality and access to existing sports and recreation will be required to ensure the future population has access to a high-quality leisure offer.

10.16. A key component of the Plan is the spatial strategy and strategic area focus, including particular emphasis on the regeneration of Swindon Town Centre. Health and leisure facilities will play a key role in diversifying the uses of the Central Area. The new Health Hydro will be delivered as a strategic town centre facility and will be a modern, attractive swimming, health and fitness venue underpinning town centre regeneration

10.17. The Plan's other strategic growth areas including New Eastern Villages and Wichelstowe will also play a role in bringing forward sport/leisure provision to meet the needs of growing communities in those areas. Individual requirements are set out in SGL 02 and SGL 04.

10.18. There is a current need for new sports facilities, as evidence by the Borough's Playing Pitch and Outdoor Sports Strategy Assessment Report. The Council will therefore be supportive in principle where new development proposes sports facilities, subject to appropriate design. Multi-use pitches (e.g., 3G football pitches) and multi-use indoor sports facilities are particularly encouraged.

10.19. Where a housing development is not of a size to justify on-site football provision, the Council will consider seeking contributions to improve existing sites within the locality where there is a need for

this. Where new and upgraded sports facilities are provided, community use agreements will be entered into which maximise accessibility.

10.20. Sport England should be consulted where the loss, enhancement or new provision of sports facilities is proposed.



CHAPTER 11: UTILITIES

11. Introduction

- 11.1. Utilities play a key role in the day to day functioning, and strategic planning, of the Borough.
- 11.2. Wastewater management must be an essential consideration for new development. With substantial growth projected for the Borough, there is a critical need to ensure the right water and power infrastructure is in place to support new development and enable it to come forward.
- 11.3. Communications infrastructure is necessary to keep our communities connected and to support economic growth, but should be appropriately designed and located.
- 11.4. This chapter sets out requirements surrounding utilities including water, power and communications to ensure new growth is sustainable and appropriately supported by the right utilities' infrastructure.

Links to Policy Objectives and Policies

Policy Objective Links:	<ul style="list-style-type: none">SO1 – Regenerating the Town CentreSO4 – Economic prosperitySO7 - Health and Wellbeing
Policies	<ul style="list-style-type: none">U1: Waste Water and Sewage Infrastructure and Water SupplyU2: Digital Connectivity and TelecommunicationsU3: Energy Networks

U1: Wastewater, Sewage Infrastructure and Water Supply

1. Proposals for development must:
 - a) Demonstrate that there is adequate water supply and sewerage infrastructure capacity both on and off the site to serve the development, including for any individual phases, and that developments would not lead to problems for existing or new users; and
 - b) Ensure there is separation of foul and surface water;
2. Where there is a capacity constraint, the Local Planning Authority will, where necessary, apply phasing conditions to any approval to ensure that any necessary infrastructure upgrades are delivered ahead of the occupation of the relevant phase of development.
3. Where appropriate, planning permission for developments which will result in the need for off-site upgrades will be subject to conditions to ensure the occupations are aligned with the delivery of the necessary infrastructure upgrades.
4. The approval of new development will be conditional on the appropriate water infrastructure being in place. Developers are encouraged to engage with Thames Water early in the planning process.

5. Any development or expansion of water supply and sewerage infrastructure must demonstrate that it is needed to meet current and future supply needs
6. Development proposals for sensitive development, such as residential use within 800 metres of a Sewage Treatment Works must demonstrate how any adverse impacts relating to odour have been mitigated.

Water use efficiency

7. New residential homes and Commercial development must be built to high standards of water efficiency through the use of water efficient fixtures and fittings.
8. All new residential developments should be designed so that water use does not exceed 110 l/person/day. To demonstrate compliance with the requirements, applications must be set out the estimated water consumption of the proposal using the 'Water Efficiency Calculator' template.
9. New developments should demonstrate how they will provide and utilise rainwater harvesting (for example, where feasible, a minimum of 1 waterbutt located in private outdoor space).

10. On major residential developments, and commercial developments over 4000m³, water re-use technologies for rainwater harvesting and greywater recycling, or other water use technology are required unless unviable or unfeasible on the site. Rainwater harvesting systems should be designed to meet a minimum drought frequency standard.

U2: Digital Connectivity and Telecommunications

1. All new development should ensure that appropriate telecommunications infrastructure is provided during the construction phase to enable the development to be connected to full fibre broadband.
2. Telecommunications infrastructure should be sited and designed to minimise the impact on the amenity of the surrounding area.

U3: Energy Networks

1. Proposals for development must demonstrate:
 - a) connectivity to the national grid,
 - b) that grid capacity is available to support the development, and
 - c) in the case of major development, that renewable and/or sustainable on-site solutions have been considered and, where appropriate, incorporated into the scheme.



Supporting Text:

Sewerage Infrastructure

- 11.5. Swindon is served by seven sewerage treatment plants (STWs) which treat the daily flow of wastewater from the borough's domestic and economic activities. New development will result in an increase in the volume of wastewater created and the STWs must have capacity to process this to the pollutant standards permitted by the Environment Agency, before discharging it back to the environment. The Swindon Water Cycle Study Scoping Report identifies where planned growth may exceed existing capacity. The Infrastructure Delivery Plan will identify where and when upgrades to this infrastructure are needed to enable the delivery of development at the scale, locations and times identified in this Local Plan, in continued engagement with Thames Water and the Environment Agency.

Water efficiency

- 11.6. Swindon's water supply is operated by Thames Water Utilities Limited (TWUL). The Thames Water - Water Resources Management Plan 2024 identifies a significant future shortfall in water resources in the supply area and sets out the actions needed to maintain the balance between water supply and demand. Promoting water efficiency is a key measure to manage demand,

- 11.7. and targets achieving an overall water usage of 110l/p/d by 2050. This aligns with the optional technical standard for water supply as set out in Building Regulation, Approved Document Part G. The Swindon Water Cycle Scoping Report (2025) identifies in order to achieve the demand management measures for the water resource area, new development needs to be subject to planning policy which aims to ensure that homes and businesses are built to these high standards of water-efficiency through the use of water efficient fixtures and fittings, and in some cases rainwater harvesting to contribute to managing the long-term challenge of water resource scarcity in this area.

Communications

- 11.8. The Council will work collaboratively with providers and developers to promote fast and reliable electronic communications that provides comprehensive coverage of the Borough.

Energy

- 11.9. The Council will continue to engage with Scottish and Southern Electricity Networks on housing growth and any resultant capacity need to ensure that new development does not exceed grid capacity.

CHAPTER 12: DELIVERY AND IMPLEMENTATION

12. Introduction

- 12.1. It is important that our ambitions for the Borough are deliverable. In part, this is about allocating deliverable sites for housing and economic growth. However, housing and employment sites alone do not equate to good growth and placemaking. It is key the relevant infrastructure is brought forward to unlock growth and underpin new development. New development, particularly major development, is likely to have adverse impacts on infrastructure and demands for services. As such, developers are required to provide, or contribute to the provision of, new and/or extended supporting infrastructure. Site proformas at Regulation 19 will set out greater details on individual site requirements following the finalisation of our new Infrastructure Delivery Plan.
- 12.2. This Chapter sets out further policies on developer contributions, particularly focused on where viability assessments come into play.

Links to Policy Objectives and Policies

Policy Objective Links:	<ul style="list-style-type: none"> SO1 – Regenerating the Town Centre SO2 - Place and Belonging SO3 – Homes for all SO4 – Economic prosperity SO5 – Connected Communities and Sustainable Movement SO6 – Low Carbon SO7 - Health and Wellbeing
Policies	<ul style="list-style-type: none"> D1: Developer Contributions and Viability

D1: Developer Contributions and Viability

1. Where Local Plan requirements cannot be met by developments as a result of their viability impacts, these proposals will be expected to provide evidence of this in the form of a financial appraisal, which must be produced and independently verified at the applicants' expense.
2. If a financial appraisal demonstrates that required S106 requirements cannot viably be afforded, the Council will prioritise infrastructure as follows:
 - I. Essential road and transport infrastructure to unlock good growth;
 - II. Health infrastructure (including new and expanded health facilities, leisure provision and open space), where there is an identified need.
 - III. New and expanded education facilities, where there is an identified need.
 - IV. Affordable Housing
 - V. Climate sustainability
 - VI. Any other matters
3. In all cases where a S106 agreement is entered into, a Monitoring fee will be expected to form part of that agreement.
4. Clause 2 establishes a priority list for contributions and is not exhaustive. Other contributions may be sought in line with the policies in this Plan where they are necessary, reasonable and essential to enable the development to proceed and where they are of an appropriate scale and kind to the development proposed.
5. Where development is phased, the Council may require a viability review mechanism as part of S106 requirements, whereby viability is reassessed at an appropriate time (or times) based on up-to-date values and costs. If such a review indicates a policy compliant scheme would then be viable, financial contributions will be sought up to the level required by policy.
6. Payments secured through planning obligations will normally be required at agreed trigger points, although some, for example monitoring fees, are paid upon signed agreement.

Appendix 1: Site allocations

This Plan proposes the allocation of 36 sites to meet Swindon's growth needs, as shown on the Policies Map and set out below:

SGL 01 – Swindon Central Area: new sites

REG 18 site allocation ref	Site name	SLAA site cross ref	Suggested use(s)	Gross site area (ha)	Indicative constrained residential yield	Supply category
18-001	North Star	s0099b – Former Clares Site s0099c - North Star (Oasis Leisure Centre)	Residential + swimming pool + transitional employment land	12.88 ha	743	New site allocation
18-002	Land to the north of the Station	s0564 – Land to the north of the Station	Residential + transitional employment land	9.3 ha	1,358	New site allocation
18-003	Swindon Station Quarter	s0433 – Swindon Station Redevelopment	Station + residential + offices	4.2 ha	438	New site allocation
18-004	Bristol Street Car Park	s0025 – Bristol Street Car Park	Residential	0.9 ha	102	New site allocation
18-005	Farringdon Road Corner	UCS.0622 – Land at Holbrook Way	Residential	0.07 ha	8	New site allocation
18-006	Brunel Quarter	s0101 – Tented Market s0430 – Brunel West Car Park and House of Fraser s0544 – Former House of Frasier s0543 - Brunel Shopping Centre (Regent Street) UCS.0625 – Queen Street Car Park	Residential + town centre uses at GF	6.08 ha	1,016	New site allocation

18-007	The Parade (excluding old Debenhams building)	s0508 – The Parade	Residential + town centre uses retained at GF	1.47 ha	245	New site allocation
18-008	Regent Place and Princes Street Car Park	s0519 -- Regent Place and Princes Street Car Park	Residential + retained Wyvern	1.46 ha	262	New site allocation
18-009	Spring Gardens Car Park	UCS.0960 – Spring Gardens Car Park	Residential	0.25 ha	60	New site allocation
18-010	Civic Campus	UCS.0959 – Civic Campus	Residential	1.33 ha	115	New site allocation

SGL 02 – New Eastern Villages: new sites and rolled over parcels

REG 18 site allocation ref	Site name	SLAA site cross ref	Suggested use(s)	Gross site area (ha)	Indicative constrained residential yield	Supply category
18-011	Land to the west of South Marston	s0111 – Thornhill Industrial Estate s0112 – Crown Timber Site	Residential	7.53 ha	128	New site allocation
18-012	Land at Meadow Cottage	s0523 – Land within Meadow Cottage	Residential	0.61 ha	16	New site allocation
18-013	Great Stall West	s0001 – Land adjacent to Symmetry Park s0440 – Great Stall West	Residential + retention of retail + transitional industrial land	44.9 ha	700	Land parcel rolled over from Local Plan 2026
18-014	Upper Lotmead	s0565 – Upper Lotmead	Residential	39.83 ha	850	Land parcel rolled over from Local Plan 2026
18-039	South Marston and Rowborough	S0373 – Land at	Residential-led mixed use		2,380	Pipeline commitment

		Marston and Rowborough S0556 – The Quest				
18-040	Great Stall East and Lotmead	S0439 – Lotmead and Lower Lotmead	Residential-led mixed use		4,050	Pipeline commitment
18-041	Green Land	S0371 – Green Land	Residential		275	Land parcel rolled over from Local Plan 2026
18-042	Foxbridge Village	S0372 – Peploe Land S0442 – Foxbridge South	Residential-led mixed use		540	Pipeline commitment
18-043	Redlands Village		Residential		450	Pipeline commitment & land parcel rolled over from Local Plan 2026

SGL 03 – Kingsdown: new sites

REG 18 site allocation ref	Site name	SLAA site cross ref	Suggested use(s)	Gross site area (ha)	Indicative constrained residential yield	Supply category
18-015	Stubbs Hill Farm	s0536 – Stubbs Hill Farm (part)	Residential	1.93 ha	29	New site allocation
18-016	Land North of Kingsdown Lane	s0375 – Land North of Kingsdown Lane	Residential	3.42 ha	77	New site allocation
18-017	Kingsdown Lane Nursery	s0380 – Kingsdown Lane Nursey	Residential	2.86 ha	64	New site allocation
18-037	Kingsdown	S0108 – Kingsdown	Residential-led mixed use		1,552	Outline commitment
18-038	Kingsdown (Turnpike Road land)	S0107 & s0107b – Kingsdown (Turnpike Road Land)	Residential		125	Outline commitment

SGL 04 – Wichelstowe: rolled over land parcel

REG 18 site allocation ref	Site name	SLAA site cross ref	Suggested use(s)	Gross site area (ha)	Indicative constrained residential yield	Supply category
18-018	Wichelstowe		Residential led mixed-use	194.94 ha	1,620	Land parcel rolled over from Local Plan 2026

SGL 05 – North Tadpole

REG 18 site allocation ref	Site name	SLAA site cross ref	Suggested use(s)	Gross site area (ha)	Indicative constrained residential yield	Supply category
18-019	North Tadpole	s0030c – Lower Widhill Farm s0106b – Tadpole Triangle s0528 – Land off Tadpole Farm	Residential	42.15 ha	513	New site allocations

SGL 06 – East Wroughton

REG 18 site allocation ref	Site name	SLAA site cross ref	Suggested use(s)	Gross site area (ha)	Indicative constrained residential yield	Supply category
18-020	Land east of Swindon Road	s0072 – Land east of Swindon Road, Wroughton (South)	Residential	9.11 ha	191	New site allocation

18-021	Berkley Farm	s0540b – Berkley (western side)	Residential	16.24 ha	365	New site allocation
18-022	Akers Land	s0427b – Akers Land (western side)	Residential	13.37 ha	300	New site allocation
18-023	Land off Swindon Road	s0114 – Land at North Wroughton	Residential	11.69 ha	175	New site allocation

URA 01 – Marlowe Avenue

REG 18 site allocation ref	Site name	SLAA site cross ref	Suggested use(s)	Gross site area (ha)	Indicative constrained residential yield	Supply category
18-024	Marlowe Avenue Urban Regeneration Area	s0542 – Marlowe Avenue Regeneration Area	Residential led mixed-use	52.06 ha	976	New site allocation

URA 02 – Pipers Way

REG 18 site allocation ref	Site name	SLAA site cross ref	Suggested use(s)	Gross site area (ha)	Indicative constrained residential yield	Supply category
18-025	Intel Campus	UCS.0022 – Intel	Residential	4.89 ha	276	New site allocation
18-026	Wakefield House	s0501b – Wakefield House	Residential	4.04 ha	228	New site allocation
18-027	Former Wroughton Park and Ride	s0297 – Former Wroughton Park and Ride	Residential	3.23 ha	340	New site allocation

Other new site allocations

REG 18 site allocation ref	Site name	SLAA site cross ref	Suggested use(s)	Gross site area (ha)	Indicative constrained residential yield	Supply category
18-028	Land at Pentylands Lane / Crane Furlong	s0042 – Land at Pentylands Lane / Crane Furlong	Residential	2.34 ha	53	New site allocation
18-029	Land at Sams Lane	s0050b – Land at Sams Lane (southern part)	Residential	5.12 ha	115	New site allocation
18-030	Land south of Highworth Road	s0062 – Land south of Highworth Road	Residential	5.92 ha	89	New site allocation
18-031	Land at Turnpike Road	s0036 – Land at Turnpike Road	Residential	4.13 ha	93	New site allocation
18-032	Land at 12 Turnpike Road	s0460 – Land at 12 Turnpike Road	Residential	2.14 ha	48	New site allocation
18-033	Land west of Shaw Village Centre	s0532 – Land west of Shaw Village Centre	Residential	0.2 ha	6	New site allocation
18-034	Newburn Sidings	s0097 – Newburn Sidings	Residential	5.42 ha	203	New site allocation
18-035	Vacant Bus Depot	UCS.0034 – Vacant Bus Depot	Residential	0.59 ha	40	New site allocation
18-036	Site of former Whitbourne House care home	s0527 – Site of former Whitbourne House care home	Residential	0.56 ha	37	New site allocation

Gypsy and Traveller Sites (indicative yield of 30 new pitches)

Site	Ownership	Potential pitches
Chiseldon Firs	SBC	10
Little Rose Lane	Private	10
Land at Quebec Road	Private	10

Appendix 2: Glossary

Glossary	Definition
Active Frontages	Street facing building facades that positively interact and engage with the public realm.
Active Travel	Travel that involves a mode of physical activity including walking and cycling.
Alterations and Extensions	Changes to existing buildings that do not create a new unit.
Areas of non-coalescence	Areas of land that are identified on the Policies Map which maintain the separate identity of settlements (both existing and allocated).
Biodiversity Net Gain (BNG)	BNG is an approach to development. It makes sure that habitats for wildlife are left in a measurably better state than they were before the development. [As set out in Government Guidance]
BREEAM	A framework that measures the sustainability of buildings [What is BREEAM Sustainable Building Certification]
Brownfield Land	Land which has been lawfully developed and is or was occupied by a permanent structure and any fixed surface infrastructure associated with it, including the curtilage of the developed land (although it should not be assumed that the whole of the curtilage should be developed). It also includes land comprising large areas of fixed surface infrastructure such as large areas of hardstanding which have been lawfully developed. [As per NPPF definition of previously developed land: https://assets.publishing.service.gov.uk/media/67aafe8f3b41f783cca46251/NPPF_December_2024.pdf]
Bus Gate	A road restricted to buses only.
Community Infrastructure	Includes public halls, including community and youth centres; church halls; Post Offices; local shops within both urban and rural areas; indoor and outdoor sports facilities; schools (including early years provision) and non-residential education and training centres; places of worship; libraries; day nurseries/crèches; health centres, clinics, consulting rooms (including GP surgeries , pharmacies dental practices); museums, art galleries; Public Houses; leisure facilities; open space; emergency services; cultural event space; and cemeteries/ burial grounds.
Contraflow Cycling	A road system whereby cyclists can ride in both directions on a street that is one way for cars.
Decarbonisation	Removing or reducing carbon emissions from a process.
Development Plan	A planning framework used to guide future growth and development, made up of several documents including the Local Plan, any 'Made' neighbourhood plans and the Waste and Minerals Plan.

Green and Blue Infrastructure	<p>Green and Blue Infrastructure is defined as a range of multi-functional spaces, routes and assets for recreation, leisure, sustainable transport and biodiversity, and which can be classified as:</p> <p>Designated areas of open space</p> <p>Biodiversity assets including: designated wildlife sites, wildlife habitat networks, priority habitats, trees and woodland</p> <p>Water assets including rivers, canals, lakes ponds and reservoirs. In Swindon Borough the Rivers Ray and Cole are identified as Strategic GI assets.</p> <p>Active travel routes including public rights of way: footpaths, bridleways, cycle paths and greenways</p> <p>Landscapes and cultural heritage assets including: the wider open countryside and North Wessex Downs National Landscape</p>
Heritage Assets	<p>Defined in the NPPF as 'A building, monument, site, place, area or landscape identified as having a degree of significance meriting consideration in planning decisions, because of its heritage interest. It includes designated heritage assets and assets identified by the local planning authority (including local listing).; https://assets.publishing.service.gov.uk/media/67aaf8f3b41f783cca46251/NPPF_December_2024.pdf</p>
Householder Application	<p>Proposals to alter or enlarge a single house (but not a flat), including works within the boundary/garden (source: Planning Portal)</p>
Infiltration Strips	<p>Vegetated strips of land to manage surface water run off.</p>
Industrial Locations	<p>Sites as defined on a policies map that are designated primarily for industrial, distribution and warehousing, with some ancillary office where appropriate.</p>
Key public transport corridors/Transit Corridors	<p>Routes as shown on the Key Diagram which have been identified as the routes with the highest frequency bus services and the key routes proposed for improvement, linking access to strategic locations in the Borough and where further growth and enhancement is targeted.</p>
Major development	<p>As defined by the NPPF: https://assets.publishing.service.gov.uk/media/67aaf8f3b41f783cca46251/NPPF_December_2024.pdf - For housing, development where 10 or more homes will be provided, or the site has an area of 0.5 hectares or more. For non-residential development it means additional floorspace of 1,000m² or more, or a site of 1 hectare or more, or as otherwise provided in the Town and Country Planning (Development Management Procedure) (England) Order 2015.</p>

Micro-mobility	Smaller, lightweight vehicles such as bicycles and e-bikes.
Minor development	Development that falls below threshold for major development. For housing, development where 9 or fewer homes will be provided, or the site has an area of less than 0.5 hectares. For non-residential development it means additional floorspace of under 1,000m ² , or a site of less than 1 hectare.
Mixed-Use Development	Development that is made up of more than one planning use-class on site (e.g., commercial and residential).
NPPF	National Planning Policy Framework (2024) - sets out the Governments planning policies for England and how they should be applied.
Piecemeal Development	Sporadic and/or uncoordinated development that does not come forward in a comprehensive and masterplanned way, particularly within the Strategic Growth Locations and Urban Regeneration Areas.
Public Realm	Publicly accessible outdoor spaces
Settlement Hierarchy	A hierarchy setting out the level of growth expected/permitted for each settlement type identified.
Sequential Test	For Flood Risk: A test aiming to steer new developments towards areas at lowest risk of flooding. For Retail: A test aiming to steer main town centre uses towards designated town centres.
Strategic Growth Locations	Larger-Scale, strategic site allocation areas where higher levels of growth and/or regeneration are proposed.
Sui-Generis	A planning use-class used to capture development that does not fall into other use classes.
Supplementary Planning Documents	Provides additional guidance and detail on specific policies within a local development plan. It's not part of the formal development plan itself, but it's a material consideration in planning decisions.
Sustainable Drainage Systems (SuDs)	As defined by the NPPF: https://assets.publishing.service.gov.uk/media/67aafe8f3b41f783cca46251/NPPF_December_2024.pdf - A sustainable drainage system controls surface water run off close to where it falls, combining a mixture of built and nature-based techniques to mimic natural drainage as closely as possible, and accounting for the predicted impacts of climate change. The type of system that would be appropriate will vary from small scale interventions such as permeable paving and soakaways that can be used in very small developments to larger integrated schemes in major developments
Tall buildings	For the purpose of the Swindon Local Plan, Tall Buildings are buildings which are over 6 storeys.
Transport Hubs	Locations where different modes of transport interact and allow passenger interchange.

Urban Area Sustainable Development Locations	Identified urban areas where a coordinated masterplan approach to regeneration is required (either because of the size of the site, or because there is more than one site).
Urban Regeneration Areas	Identified urban areas where a coordinated masterplan approach to regeneration is require (either because of the size of the site, or because there is more than one site).
Windfall	Unallocated development that comes forward.

Appendix 3: Housing Trajectory

Delivery trajectory		Completions (net)	Windfall sites: permissions (net)	Strategic allocations: permissions (net)	Strategic allocations: rolled over parcels without permission (net)	New site allocations (net)	Yearly delivery projection (net)
Yr 1	2023/24	831					831
Yr 2	2024/25		778	0	0	0	778
Yr 3	2025/26		552	449	0	0	1001
Yr 4	2026/27		318	950	0	0	1268
Yr 5	2027/28		43	1036	0	130	1209
Yr 6	2028/29		0	1083	20	435	1538
Yr 7	2029/30		150	1156	70	443	1819
Yr 8	2030/32		164	1081	290	558	2093
Yr 9	2031/32		135	959	320	865	2279
Yr 10	2032/33		100	719	450	851	2120
Yr 11	2033/34		100	672	478	698	1948
Yr 12	2034/35		128	653	450	776	2007
Yr 13	2035/36		100	435	450	673	1658
Yr 14	2036/37		100	353	450	515	1418
Yr 15	2037/38		100	220	370	600	1290
Yr 16	2038/39		50	164	100	605	919
Yr 17	2039/40		0	19	50	479	548
Yr 18	2040/41		0	0	0	431	431
Yr 19	2041/42		0	0	0	241	241
Yr 20	2042/43		0	0	0	200	200
Yr 21	2043/44		0	0	0	200	200
			2818	9949	3498	8700	25796

Appendix 4: Monitoring Framework

Draft Appendix 4: Monitoring Framework

Number	Key performance indicator	Strategic policies	Development management policies	Target (if applicable)	Source of monitoring information
Spatial Strategy and Strategic Area					
1	Vacancy Rates in Town Centre	SS1: Swindon's Spatial Approach to Growth	N/A	Reduction	On-site monitoring
2	Number of major developments coming forward in Small Villages and Hamlets	SS2: Settlement Hierarchy	N/A	0	Planning permissions and on-site monitoring
Design, heritage and conservation					
3	Inclusive Design	SP1: Sustainable Development	SD4: Inclusive Design	Increase in perception of inclusivity and safety each year	Let's Talk Swindon Survey
4.	Number of designated heritage assets (including Heritage Transport assets): <ul style="list-style-type: none"> Lost Subject to substantial harm 	SP1: Sustainable Development	SD8: Historic Environment SD9: Heritage Transport	0	On-site monitoring and planning permissions
Housing					
5.	Number of new homes delivered and permitted within monitoring period	SP2: Homes for the Community	HC1: Housing Tenures and Sizes	24,100 over plan period	On-site monitoring and planning permissions
6.	Percentage of affordable housing permitted and delivered	SP2: Homes for the Community	HC2: Affordable Housing	30% affordable housing target	On-site monitoring and planning permissions

Draft Appendix 4: Monitoring Framework

7.	Percentage of homes permitted and delivered to M4(2) wheelchair adaptable standard	SP2: Homes for the Community	HC3: Accessible Housing	100%	On-site monitoring and planning permissions
8.	Percentage of homes permitted and delivered to M4(3) wheelchair accessible standard	SP2: Homes for the Community	HC3: Accessible Housing	2% on developments over 50 homes	On-site monitoring and planning permissions
9.	Gypsy and Traveller Pitch and Travelling Showpersons Plot: <ul style="list-style-type: none"> - Applications received - Permissions - Delivered 	SP2: Homes for the Community	HC8: Gypsy, Traveller and Travelling Show person's Accommodation	35 pitches and 19 plots over the plan period	On-site monitoring and planning permissions
10.	Custom and Self Build Housing permitted	SP2: Homes for the Community	HC7: Custom and Self Build Housing	Measured against number of new registrations each year	CIL Exemption Forms
11.	Number of HMO's permitted	SP2: Homes for the Community	HC5: Housing in Multiple Occupation and Subdivision	% decrease on previous year	Planning Permissions
Employment Land					
11.	Net amount of industrial floorspace delivered and permitted	SP1: Sustainable Development SP4: Fairer Economic Growth	SD1: Effective Use of Land FE2: Industrial Land (Scale and Location)	640,000sqm over plan period	On-site monitoring and planning permissions
12.	Net amount of office floorspace delivered and permitted in the Town Centre	SP1: Sustainable Development SP4: Fairer Economic Growth	SD1: Effective Use of Land FE1: Office (Scale and Location)	72,000sqm over plan period	On-site monitoring and planning permissions

Draft Appendix 4: Monitoring Framework

Environment					
13.	Percentage of permitted schemes achieving at least 10% Biodiversity Net Gain.	SP6: Climate Stability and the Environment	E6: Biodiversity, Geodiversity and Nature Recovery	100%	Planning permissions
14.	Number of permitted development proposals achieving at least a minimum Urban Greening Factor of 0.4.	SP6: Climate Stability and the Environment	E1: Green Infrastructure in New Developments	100% Minimum of UGF of 0.4 for residential development and 0.3 for non-residential development	Planning permissions
15.	Number of dwellings permitted in areas of non-coalescence	SP6: Climate Stability and the Environment	E5: Landscape and Areas of Coalescence	0	Planning permissions
Community Infrastructure					
16.	Net change in the total number of social and community facilities (including health) permitted and delivered	SP7: Healthy Living	HL5: Community, Education and Health Infrastructure	Net increase	On-site monitoring and planning permissions
17.	Monitoring of gross new or improved social and community infrastructure floorspace (m ²) permitted and delivered	SP7: Healthy Living	HL5: Community, Education and Health Infrastructure	Net increase	On-site monitoring and planning permissions
Transport					
18.	Highways and Transport Infrastructure	SP5: Better Connected, Active Neighbourhoods	ST1: Promoting Sustainable Transport ST2: Improving Public Transport	Measured against Infrastructure Delivery Plan	On-site monitoring

Appendix 5: NEV Infrastructure Prioritisation Matrix

Draft Appendix 5: New Eastern Villages Infrastructure Delivery Plan Prioritisation Matrix [Approved at Planning Committee in 2017]

Type	Infrastructure Area	Obligation	S106 or Condition	Infrastructure Prioritisation
HOUSING				
Non-Financial	Housing	Affordable Housing - on-site provision 30% across NEV / 20% at SM	S106	1
Non-Financial	Housing	Wheelchair Accessible Housing (2%)	Condition	1
Non-Financial	Housing	Lifetime Homes (Part M Category 2)	Condition/S106	5
EDUCATION				
Financial	Education	Early Years Extra 15hrs entitlement (including 2 year olds) [School and Local Centres components]	Condition/S106	2
Financial	Education	Primary Education (including part Early Years) - contribution value	S106	1
Non-Financial	Education	Primary Education - Land	S106	1
Financial	Education	Learning Campus contribution (secondary and 16-19)	S106	1
Financial	Education	Learning Campus (secondary and 16-19) - land cost	S106	1
TRANSPORT				
Financial	Transport	White Hart Junction Improvements Contribution	S278/S106	1
Financial	Transport	Great Stall Bridge (the Green Bridge)	S278/S106	1
Financial	Transport	Southern Connector Road	S278/S106	1
Financial	Transport	A420 Improvements – Gable Cross R/A and Police Station Access	S278/S106	1

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Financial	Transport	West of A419 improvements (consists of schemes listed in grey below / may not be exhaustive)	S278/S106	2
<i>Financial</i>	<i>Transport</i>	<i>West of A419 Junction Improvements - Oxford Road/Nythe Road</i>	<i>S278/S106</i>	2
<i>Financial</i>	<i>Transport</i>	<i>West of A419 Junction Improvements - Greenbridge R/A</i>	<i>S278/S106</i>	2
<i>Financial</i>	<i>Transport</i>	<i>West of A419 Junction Improvements - Piccadilly R/A</i>	<i>S278/S106</i>	2
<i>Financial</i>	<i>Transport</i>	<i>West of A419 Junction Improvements - Coate Water R/A</i>	<i>S278/S106</i>	2
Financial	Transport	M4Jn15 & A419 to Commonhead R/A	S106/GHF	4
Financial	Transport	New link across railway at Footpath 5	S106	1
Financial	Transport	Highway links between development islands	S278/Condition/S106	1
Financial	Transport	Express bus (rapid transit) improvements to existing highway network	S278/S106/LGF	3
Financial	Transport	Bus service contribution	Condition/S106	1
Financial	Transport	Travel Plan (<i>Option to deliver individually in accordance with NEV FTP SPD Residential</i>)	Condition/S106	1
Financial	Transport	Pedestrian / Cycleway provision	Condition/S106	1
Financial	Transport	Park & Ride contribution	S106	2
COMMUNITY FACILITIES, UTILITIES & SERVICES REQUIREMENTS				
Non-Financial	Wiltshire Fire & Rescue Services	Fire Hydrants & Water Supply	Condition	2

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Financial	Libraries	Library services contribution	S106	4
Financial /Non-Financial	District Centre	Community Facilities	Condition/S106	2
Financial / Non-Financial	Community Centres	Local Community Facilities	S106	2
Financial	Local Health	Contribution to 11FTE GP surgery at District Centre	S106	2
Financial	Ambulance	Ambulance Stand By Points	S106	2
Financial	Social Care	Adult Social Care	S106	3
Non-Financial	Environmental Health	Air Quality Monitoring and Management	Condition	3
Financial	Waste Management	Household waste recycling provision	S106	2
Financial	Waste Management	On-site dwelling house waste provision (bins, boxes, etc)	S106	2
Non-Financial	Landscape/GI	Scheduled monuments preservation	Condition	2
Financial	Archaeology	Archaeological evaluation, conservation and potential storage	Condition/S106	2
Financial	Leisure	EV leisure facility	S106	4
Financial	Services	District Heating	S106	5
Non-Financial	Services	Waste Water and Sewerage	Condition	1
Non-Financial	Services	Potable Water (clean safe drinkable)	Condition	1
Non-Financial	Services	Telecommunications and Broadband	Condition	1
Non-Financial	Services	Gas and Electricity connections	Condition	1
GREEN INFRASTRUCTURE				
Financial	Landscape/GI	Outdoor Sports	Condition/S106	2
Financial	Landscape/GI	Local Open Space	Condition/S106	2

Draft Appendix 5: New Eastern Villages Infrastructure Delivery Plan Prioritisation Matrix [Approved at Planning Committee in 2017]

Financial	Landscape/GI	Major Open Space	Condition/S106	2
Financial	Landscape/GI	Allotments	Condition/S106	2
Financial	Landscape/GI	Children and Teenager's Play Areas	Condition/S106	2
Financial & Non-Financial	Landscape/GI	Community Forest	Condition/S106	3
Financial / Non-Financial	Landscape/GI	Public Art	S106 or Condition	3
Financial	Landscape/GI	Nature Reserve (River Meadows / Public open space / and biodiversity areas)	Condition/S106	4
Non-Financial	Landscape/GI	Flood Mitigation on and off-site	Condition	2
Non-Financial	Landscape/GI	SUDS on and off-site	Condition	2
Non-Financial	Landscape/GI	Open Space Management and Maintenance	Condition/S106	2
Non-Financial	Landscape/GI	Biodiversity/habitat protection and enhancement	Condition	2